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GOSSIP FROM FRANCE.

Men and Things in the New Republic.

Death of a Bibliographer—The Story of M. Pinçon—Among the Bookstalls—How a Barber Became a Savant—Books and Razors—Effect of the Revolution—A Successful Career.

From Our Own Correspondent.

PARIS, Thursday, Oct. 31, 1872.

M. Pinçon is dead. This announcement will not greatly impress a majority of your readers, and very probably nine hundred and ninety-nine out of every thousand will irreverently ask, "Who the deuce is Pinçon?" And yet M. Pinçon was a very remarkable man, and a man of great worth. He was by all odds the greatest bibliographer of the age, if not of any age. Although generally unknown to fame, he was an active worker for humanity, and it is just the one person in the thousand—or ten thousand, it may be—the world over, who will understand the importance of the above simple statement, and who will know what a great man M. Pinçon was. Book-publishers, librarians, and bibliopoles everywhere, are well acquainted with his name, and often enough they avail themselves of his valuable labors. He was one of those men, growing rarer and rarer, it seems to me, as education becomes more and more democratic, who work unceasingly for humanity, and with no regard for the fame so coveted by their fellows, and who content themselves with a reward so modest that it seems ridiculous to the smallest shop-keeper in any branch of trade. Nor was he one of those men—to continue a negative description inadvertently begun—who work to win fame for the name they are to leave behind them, since M. Pinçon's work has been mainly anonymous, or embraced in learned reports, for which powerful and respected Ministers have had the credit. Neither was he one of those who say with Jean-Jacques Rousseau that "glory is but a puff of smoke," but who, as some Latin author, whose name I cannot now recall—Cicero or Seneca, perhaps—has very well said, compose volumes upon the vanity of glory and take good care to write their own names in golden letters upon the covers. *Qui de contemnenda gloria libros scribunt, nomen suum inscribunt.* I may go still further and say that he was not one of those men of whom Paul-Louis Courier spoke, when he said: "Truly those men do not die whose thoughts live after them. * * * It may be said that certain men gain by dying, and that their soul, the whole of which they have put in their works, then appears more noble and pure when freed from that which bound it to humanity." M. Rinçon cannot have the satisfaction of gaining in earthly fame by dying; but if, as Goethe and many other great authors have maintained, there are degrees of immortality to be gained by earthly labor, or, as Chateaubriand expresses it in one of his poems, that by hard labor on earth one may become a fixed, instead of a falling star—then has he gained an enviable place in that other sphere to which we are all hastening. Bulwer has expressed the same sentiment in that eloquent passage beginning: "I cannot think that earth is man's only abiding place," so often attributed to Geo. D. Prentice; and the same sentiment frequently occurs in Victor Hugo, Disraeli, and many more.

AMONG THE BOOK-STALLS.

Let me confess, as an excuse for devoting an entire letter to this remarkable man, that I am constantly searching about the old book-stalls, that I love an Elzevir, and am as happy as a child over any rare old work, edition *princeps*. Let those who can appreciate imagine what they would feel if, say on Monday last, they had stumbled upon an original, rare edition of a book illustrated by Albert Durer. From this it must not be presumed that I am a maniac on the subject of old authors, for I believe there are better books published today than ever before. To give an example which can be appreciated about this time, what can compare with the historical works of Mr. Froude? Typographically speaking, what can compare with the splendid editions our publishers now issue? But I love an old *princeps* all the same, and to me, and to all with kindred tastes, M. Pinçon was a great man; and all who feel that he was a great man can count themselves among the "one in every ten thousand." Strange to say, the French journals barely mention his death, and speak of the man as of a grocer. So many men affect to be men of letters nowadays, that the trade has fallen into disrepute, and one must either have some journal as a sponsor or a published book to show on all occasions. The general feeling is well expressed in the court scene, where a struggling author was brought up for stealing a loaf of bread. "Your age?" asked the Commissaire, of the threadbare man before him. "Sixty-two." "Your profession?" "I have been forty years engaged upon a work which is nearly completed, and —" "Yes, yes, but your profession?" "*Homme de lettres.*" "And with that—what else—what do you *sell*?" The poor author had been forty years engaged upon his book, and when *about* to find a publisher for it, found himself so hard pushed for bread that he ventured to steal a loaf.

THE LIFE OF M. PINCON.

M. Pinçon died on the 27th of October at Montauban. For some years this savant had been the librarian of the Sainte-Geneviève Library, near the Sorbonne. He was also the principal author of the great *Manuel de Bibliographie Universelle*. The merit of M. Pinçon is augmented, in this country, by the fact that he was a self-made man. Formerly he was a barber, and followed that trade for nearly three fourths of his life. But when a young man he had a passion for reading, and he selected books of instruction rather than novels. It is certain that any man can educate himself if he will; but it requires an immense amount of resolution to pursue hard studies late in life. Yet in my opinion it pays at any age. After a few years of study M. Pinçon became a man of information, and had contracted studious habits; but he might have always remained unknown but for a piece of good luck which brought him into connection with the intellectual world. One day, when shaving and dressing the hair of M. Dupin, the celebrated barrister, then engaged upon a famous case, M. Pinçon listened to a heated argument between the lawyer and a friend. M. Dupin made an error in naming a date; the barber instantly corrected him. The lawyer paused for an instant, then plunged again into his discussion. Presently he attempted to quote an old author, and could not recall the quotation; M. Pinçon completed the phrase.

"And what do you know about it?" cried M. Philippe Dupin, turning his half-shaved face toward his barber. The latter then entered into an explanation with so much modesty that Dupin was pleased. Presently he cried:

"Look here, my friend, you are not fit for this trade; you ought not remain in it; you are not fit to be a barber."

The blushing and intimidated Pinçon was silent, and he was not quite sure that M. Dupin did not mean to laugh at his erudition.

NEW WORK FOR THE BARBER.

Before going into Court, the great lawyer hurried to the house of M. Villemain, then Minister of Public Instruction, and related his discovery. He urged the Minister to do something for his barber, assuring him that if he, Philippe Dupin, was any judge of men, that Pinçon would some day do something which would repay any attention now paid him. Nothing could be refused to M. Dupin at that day, and soon after the barber was authorized to make a report on something, I forget what, and he did it so well that the Academy voted him an honorable mention. The pay was small, but it was a great deal to the barber. M. Dupin was satisfied with his protégé, and once more urged his case upon the Minister. M. Villemain, as is well known, prided himself upon being a patron of literature and the arts. He sent for M. Pinçon to express his satisfaction at his success, and in order to give him leisure to devote himself entirely to his studies, immediately appointed him fourth supernumerary at the Library of Sainte Geneviève, without pay. M. Pinçon was then forty-two years of age, married, and the father of a family. It was the custom at that time, under Louis Philippe—to make such appointments, and a few days later M. Paul Fourcher, since the Paris correspondent of the *Independance Belge*, was appointed fifth supernumerary.

BOOKS AND RAZORS.

M. Pinçon did not hesitate a moment to accept the position; but he had to live. He told the Minister that he was deeply grateful for the position, but at the same time he found himself obliged to follow his trade as a barber. The wealthy and powerful patron of literature and the arts did not appear surprised at this declaration. He saw no inconvenience; M. Pinçon could arrange his own life as he saw fit. As for money, he must wait—the Minister had none to spare. From that day M. Pinçon was both librarian and barber. From 10 to 3 o'clock he gave out books at the library, giving out also precious advice and useful information to those who consulted him, and from 4 to 11 o'clock he shaved his customers and sold hair-brushes, combs, and Windsor soap in his shop, No. 11 Rue Notre Dame de Lorette, upon the sign of which one saw the name of "Pinçon, coiffeur." From 11 o'clock until—no one knows what hour of the night, he pursued his studies. During this time he composed a large work upon *Anonymous Authors*, and none but bibliopoles can appreciate the labor it cost him.

EFFECTS OF THE REVOLUTION.

This state of things continued five years—up to 1848. Just before the revolution he was allowed a salary of $140 a year, the Minister and the Chamber not being willing to give him more. Under the Parliamentary régime there was not a single man to show the injustice of leaving the best librarian in the country in that condition, and forced to earn his living as a barber. The revolution of February struck a sudden blow to the trade of Paris, and M. Pinçon was one of those who were most severely tried. People ceased to shave, and bought no Windsor soap. Tooth-brushes and pomade were a drug in the market. The poor librarian was at the last extremity, when he found a patron in the rich, educated, and generous banker, the Comte Pillet-Will, who was the owner of a fine library. M. Pinçon was employed to make a catalogue of it, and he did it in so remarkable a manner that the great banker was astonished. He began to inquire who this man was. As soon as he had conversed with M. Pinçon he said, as M. Dupin had done before, that he was not fit to be a barber. The banker helped him sell his shop, very advantageously, it is said, and instructed him to place the proceeds in the Bank Pillet-Will. It was well invested. Meantime M. Pinçon had lost his son, he had become a widower, and, alone in the world, his needs were modest. Through the tact of the banker in managing his funds, he found himself in possession of interest enough to insure his daily bread, and devoted himself entirely to the library. Prince Louis Napoleon was elected President, and M. Pinçon's salary was raised. He was charged with the most important part of the catalogue, the *Anonymes* and the *Pseudonymes*.

UNDER THE EMPIRE.

At length came the Empire, that régime of corruption and frightful luxury, and in the general prosperity M. Pinçon was not forgotten. From second supernumerary he became sub-librarian, and soon after librarian, with a salary of 1,500 francs, and extra pay for all literary work, which insured him a fair living. It was then he began, with M. Ferdinand Denis, today librarian of Sainte-Geneviève, the *Manual of Universal Bibliography*, an immense work, giving indications of great value upon all the important books in all languages. M. Pinçon's merit, his modesty and worth, attracted the notice of the Emperor. Apartments, rent free, and richly furnished, were given him, fire and lights were supplied, and everything a laborious scholar could ask was placed at his disposal. Finally, in 1867, he was decorated with the Cross of the Legion d'Honneur. It was the height of his ambition; his cup of joy was full, and the former barber felt that he had been richly rewarded for his toil and patient study. So many special reports were demanded of him, all bringing in good pay, that he began to lay by money rapidly. But, alas! M. Pinçon had begun life at forty-two. An aged man when the Commune seized upon Paris, he was so shaken and disturbed by that event that his health began to fail him. He was in constant fear for his books, as dear to him as children, and he managed to hide away some of the more valuable manuscripts when the battle was raging about the Pantheon, the tomb of Sainte-Geneviève, and the Sorbonne. Soon after he was stricken with paralysis, and could labor no more. He resigned his post and went to his native town, and there he has just died, surrounded by his co-citizens, who loved and venerated him. Montauban was proud of the man who had left there a child, with a small bundle upon his shoulder, to seek a place as barber's boy in Paris, and who had returned rich in the number of his friends, having the esteem of the most eminent men in the country, the respect of all devoted to literature and art, and with the Cross of the Legion of Honor glittering upon his breast. But a short distance away Agen has raised a monument to another barber—Jasmin, the poet—and doubtless Montauban will do the same for its learned and modest son, the *savant* Pinçon, who spent his life in working for humanity and not for his own fame. His history is an idyl; and the moral which may be drawn from it is that no man is too old to learn, or too far advanced in years, if he has the industry and the will to make for himself a place in the intellectual world. And in the world to come—who knows?

An Iron Island—The New War-Ship Devastation.

From the London Daily Telegraph.

That the Devastation is a success, so far as she has been tried, is now admitted. The ponderous monster, which squats upon the astonished waters with a dead weight of 10,000 tons, takes any ordinary waves with stolid indifference, whether she receives them end-on, or upon bow, beam, or quarter. The prodigious hill of foam which her stem piles up when under weigh, washes, as was expected, clean over her forward deck, and she is often submerged aft; but her massive mid-section rides quietly enough, and those on board her when anchored in the rolling tide-way at Spithead, say that she was "steadier than the houses ashore." She turns with great readiness and in a small circle, and her speed, as proved in six trials along the measured mile, is not only equal to the promise of her designers, but it exceeds expectation. The mighty engines driving this island of iron with an indicated power of 6,600 horses, with seventy-seven revolutions to the minute, got fifteen knots and a half out of the ship, and her mean rate at full steam is thirteen knots and three-quarters. Here, therefore, is a craft which is vulnerable only to a very few guns, has the swiftness of a mail-packet, and the handiness—thanks to her twin screws—of a tug, while she could utilize these qualities to hurl upon the sides of an opponent the awful force of all her 10,000 tons moving with the velocity of a spear. On board this remarkable man-of-war there are no less than thirty-four distinct and separate engines, and, indeed, the value which she represents is as serious as her fighting capacity. What remains to be learned is the behavior of the ugly giant in a real Biscay gale; and whether or no the *cul-de-sac* which she carries aft will or will not prove a mistake in a heavy following sea. With stability assured to 55°, with no top-gear to set her over, and with decks which can be hermetically sealed, she would be safe enough; but whenever she does roll, or pitch, or scud, the rivets and fittings in her huge body will be shrewdly tried. Except the Russian monitor Peter the Great, nothing floating could resist or even challenge such a vessel, at once so strong and swift. The torpedo, no doubt, may yet be so developed as to make the Devastation, and all her terrible sisters, impotent against a defended coast. On the high seas at present she has no superior, though we suppose the day will come when even this amazing construction will be as obsolete as the three-deckers of Nelson.

THE NEXT SKATING SEASON.

Preparations for Skating in the Parks—The Sale of Skates in this City.

Though the thermometer shows us that Winter has not yet come on us, the preparations for his advent in the way of skating are already being made by the Park authorities. Last year there were several places besides the Park where this popular amusement could be indulged in; but this season it does not appear that any other than the ponds in the Central Park will be available for the purpose. The American Institute authorities will not use their building on Third-avenue for a rink; and no arrangements are known to have been made to provide a substitute for it. Skaters, therefore, will have to go to the Park, where the same accommodations provided last season, will be again furnished them. The skating-houses are now in course of erection at the ponds near Fifty-ninth-street, where, in addition to the usual buildings, one especially set apart for the use of ladies will be put up; at Seventy-fifth-street, and on the extensive ponds at the extreme northern end of the Park. these temporary buildings contain dressing and reception rooms, and are furnished in comfortable and convenient style. They will probably be finished and made ready for use in about two weeks.

If any estimate can be formed from the sales of skates made by our City dealers, this season will be a very lively one. Indeed, skating as an out-door amusement, appears to be growing in favor every year. A few years ago the sight of a lady on skates was a novelty; now, thousands of pairs are manufactured for ladies' use. The best of these dainty and elegant articles, brightly polished and silver mounted, range from $7 to $10 the pair. At the latter price, they are generally made to order, and are perfect models of neatness and elegance. A new pattern in skates has been brought out this year. It is modeled on the well-known American Club skate, but instead of using a key to clamp it on the foot, a small lever is employed. By making a quarter turn with this lever, the sole clips are brought tightly to the boot, and the lever being then fastened under the plate by a small catch, the skate is immovably fixed. Heel plates are also dispensed with in this pattern of skate. A large number of these, as well as other patterns, are exported weekly to England and Germany. American skates are very popular in London, where, prior to their introduction, nothing but the old strap-skate, costing infinite labor and trouble to put on, was to be found. The home trade in skates is active now, and will increase weekly up to January. One firm in this City, which deals only in the apparatus for out-door sports, sells scarcely anything but skates from about the 1st of November till nearly the close of the Winter season. Their sales now exceed 1,000 pairs weekly. These are sent to various towns in the North-western and Western sections of the country. The Eastern States are supplied directly from the large manufacturing houses in Massachusetts. One of the largest of these is in Worcester, and it supplies skates for every part of the world which has a climate sufficiently cold to permit their use.

There are ten large houses in New-York which make a speciality of the sale and manufacture of skates; and when it is considered that one of these ships a thousand pairs weekly, we may arrive at some estimate of the total number sold by these firms. As skates are not perishable articles, and one pair will last, on an average, five seasons, it is evident that the large demand for them must arise from the growing popularity of the sport. Skates are now very popular as presents, and especially about the Christmas season large orders are received for those more elegantly manufactured articles destined for the use of ladies. The heaviest sales of all patterns are also made about this time. One house reports its retail sales on the day before Christmas as ranging from $2,500 to $3,000. Of the large number represented by this sum, about one-third were ladies' skates, made to order, and evidently intended as seasonable presents. As skating is one of the healthiest, as it is also one of the most graceful amusements a lady can indulge in, these evidences of the favor in which the sport is held cannot be regarded as otherwise than gratifying.

Decision in the Case of the Delaware and Hudson Canal Company Against the Pennsylvania Coal Company.

From the Albany Journal, Nov. 12.

The celebrated case of the Delaware and Hudson Canal Company against The Pennsylvania Coal Company was finally decided in the Court of Appeals this morning. The case has been pending for the last fifteen years. The testimony was taken before a referee, and extended over 15,000 folios, filling eight or ten large printed volumes. The case was heard in the City of New-York before Hon. Henry Hogeboom, sole referee, and the following members of the Bar participated in the argument before the referee, viz.: On the part of the Canal Company, Messrs. Southmayd, Ewen, Woodruff, Tilden, Tremain, and College. The referee decided the case in favor of the plaintiff, the canal company, awarding one-fourth only of the amount claimed, and ordering that each party should pay its own costs. The amount of the recovery for coal already transported equaled about three-fourths of a million of dollars, but in addition to that it fixed a rate of additional or supplemental tolls for all coal thereafter to be transported over the canal by the defendant, under a perpetual contract for the use of one-half of its capacity. Both parties appealed from the judgment of the referee to the Supreme Court, which tribunal affirmed the judgment on both appeals by a divided Court, Messrs. Hogeboom and Ingalls for affirmance, and Judge Peckham for reversal. In June last, both parties having appealed to the Court of Appeals, the case was argued in that Court. This morning the Court handed down its decision, reversing the judgment on the appeal taken by the defendant, and affirming the judgment on the appeal taken by the plaintiff. The decision of the Court is understood to be in favor of the defendant, the Coal Company, on all points, holding that the plaintiff has no right to recover, and sustaining fully the dissenting opinion of Judge Peckham.

The litigation has been the most severe and expensive of any known in the history of the State. The argument before the referee, upon the printed evidence already taken by another referee, occupied seventy days. The disbursements amount to several thousand dollars. The case was colossal in all respects. It is understood that the Judges were unanimous. The counsel who argued the appeals in the Court of Appeals were, for the Coal Company, Messrs. Southmayd and Tremain. For the Canal Company, Messrs. Nash, Parker and Reynolds.

The Nineteenth Congressional District—Popularity of Mr. Hathorn in His Own County.

From the Daily Saratogian, Nov. 12.

We present today the official canvass of the votes cast at the late election in this county, whereby it was shown that Henry H. Hathorn, our candidate for Congress, received the very handsome majority of 2,447 in the total vote of 11,923. This is a magnificent success, and fully justifies the faith of the Republican Party in nominating Mr. Hathorn. We cannot forget in looking back over the canvass the desperate efforts that were made against Mr. Hathorn by the motley crowd who called themselves "liberals." Notwithstanding all the allegations made to injure him, he runs over 200 ahead of any other name on the ticket in this county. The most questionable methods were used against him. He was maligned, lied about, and misrepresented, and there were sanguine "Liberals" who wisely set down how much Mr. Hathorn would be beaten. The result is before us. Mr. Hathorn is elected by a majority that carries moral power with it. He will go to Washington representing a party and a constituency more united, more efficient and stronger every way than it has been for several years. He has the confidence of the people of his own county, and we believe the official canvass of the vote in Schenectady, Montgomery, Fulton, and Hamilton will prove that he was even more popular there than his opponent. Among all the rich fruits of the recent election the triumph of Mr. Hathorn will be most gladly received by the people of the county. And this is as it should be.

WESTCHESTER.

The Projected Improvements in the County.

Present Condition of Harlem River and Spuyten Duyvil Creek—Probability of Ultimate Annexation of Westchester.

Four years ago, Mr. Andrew H. Green, then Controller of the Department of Parks, submitted to the Board of Park Commissioners an exhaustive report relative to Westchester County, Harlem River, and Spuyten Duyvil Creek. This communication grew out of suggestions made in one previously submitted, concerning the relations of the southerly part of Westchester County with this City, and gave, in careful and elaborate detail, the principal public works which should be undertaken, to provide adequate communication between the two counties of New-York and Westchester. It was clearly seen that at no distant period a large portion of the latter county must, by the necessities of the City's growth, be annexed to New-York. The time for this annexation has now arrived, and the next Legislature will undoubtedly consider, and probably effect, the needed enlargement of our present too straitened Municipal limits. A glance at the map of the two counties will show that the only direction in which the City can extend is northward, and unless the extension be confined to the narrow tongue of land in which the island terminates on the west, and which is bounded by the Harlem River on the east, and on the west by the Hudson, it must cross the former river into the adjacent county or cease altogether. The leading lines of travel, and the main avenues in this City, run generally in a north-easterly direction, but they reach the boundaries of the two counties at widely different distances from the main business centre. Taking the City Hall for a starting-point, we find that Second-avenue terminates at Harlem River, at a point seven miles distant; Eighth-avenue, on the same boundary, at nine miles, while the King's Bridge road, which is simply the continuation of Tenth-avenue, terminates at about twelve miles from our starting-place. There is, therefore, a triangular gore of the south-western portion of Westchester County, five miles in length from north to south, and two in width, that lies as near the business centre of New-York as the opposite part of Manhattan Island. And most of the valleys in this part of Westchester, which afford easy lines of travel, run in a similar direction as the leading avenues of New-York.

PROBABLE EXTENSION OF THE CITY EASTWARDLY.

Intimately connected with the extension of the city northward is the question of a further extension to the east. Parts of Kings and Queens Counties must, by the same causes which will compel the absorption of Westchester, finally become a part of New-York. It is not probable that this annexation will be made as early as the former, but it is desirable that it should be done at the earliest practicable moment. One of the greatest obstacles in the way of extensive public improvements, and often the cause of very heavy expense in executing them, lies in the fact that the land through which the avenues are planned to run is built on by private individuals, who have laid their plans with little or no regard to general unity of design. To extend the road through a suburb built in this style, buying out the obstructing occupants, requires so large an outlay as frequently to cause the abandonment of the project. Such, it is probable, may be the fate of many projected extensions of our main avenues into the adjoining counties, unless the annexation of the parts adjacent to the City be speedily made. A large number of bridges must be built to afford the necessary means of communication, and the approaches to these should be made under the supervision of a central authority, in accordance with the general design of the City, of which these adjoining sections must sooner or later become a part.

PART OF WESTCHESTER IT IS PROPOSED TO ANNEX.

That part of Westchester which it is proposed to annex is made up of the towns of Morrisania, West Farms, East and West Chester, and Yonkers. The former contains the villages of Morrisania, Mott Haven, Port Morris, Wilton, North New-York, East and West Morrisania, Melrose, Woodstock, Elton, Claremont, and Highbridgeville. West Farms comprises the villages of Tremont, Belmont, West Farms, Central Morrisania, Mount Hope, Mount Eden, William's Bridge, Fairmount, and Fordham. But a few years since the surface of the land on which these villages are built was scarcely altered, except by the work of the farmer, from what it was since all that part of the country was granted to Vonder Donck, more than two centuries ago. The rapid approach of the City, however, has occasioned great subdivisions in the land, and the villages have sprung up promiscuously, as it were, and are planned with little regard to each other or their surroundings. The large population they contain are dependent on New-York, and, directly or indirectly, draw their income from it. It seems but natural that they should also form a part of it. The works now in progress to connect the two counties—the two tunnels and the suspension bridge north of the High Bridge—are but the first part of the comprehensive system of communication which has been proposed, and must ultimately be carried out. This installment, however, is sufficient for immediate wants; but the final execution of all that has been proposed, will necessarily be much facilitated by placing under one executive the conflicting jurisdictions of the two counties which these works will connect. When the Croton Aqueduct was built, this fact was clearly recognized, and the Legislature gave to New-York jurisdiction over the line of the aqueduct, and a large area of land in Putnam County for existing and future reservoirs.

EXAMINATIONS AND SURVEYS IN WESTCHESTER COUNTY.

An act was passed by the Legislature in May, 1869, empowering the Park Commissioners to cause surveys to be made for certain improvements in Westchester County, Harlem River, and Spuyten Duyvil Creek. This act was passed with a view to obviate the difficulties of diverse jurisdictions, before referred to, and though the provisions it made with regard to the necessary expenses of the work were inadequate, yet contracts were made for the surveys, and the work commenced. The district referred to the Board for examination and report, on the plan for streets, avenues, and roads, is bounded easterly by the New-York, Harlem, and Albany Railroad; and northerly by the south line of the village of Yonkers and a line in continuation thereof. This railroad passes through the greatest natural valley in the lower part of the county, and one which must hereafter contain the main outlet thoroughfare for both sides of the valley, and also the chief conduits for the drainage and sewerage of a very large area that naturally tends toward it, and lying on both sides of the road. It will be seen, therefore, that all plans for laying out roads and avenues west of the road should be made with special regard to those on the east side.

In the works now in progress, this connection has not been overlooked. The roads are planned as part of a general system, which must ultimately embrace all the southern portion of the county. A serious question in carrying out these improvements arose from the fact that a large part of the territory referred to was too highly elevated to draw water from the Croton Aqueduct, even if it were advisable to draw on this source of supply. Estimates of the capacity of the Croton reservoirs were made by Gen. George S. Greene, and according to his figures they would, when completed, furnish a fraction over fifty-nine gallons daily to 4,125,000 persons. This would be amply sufficient to supply the City of New-York, however great its extension; and for those parts of Westchester lying too high to draw on the Croton, the water-sheds of the Bronx and Saw-mill Rivers may be made available.

IMPROVEMENT OF HARLEM RIVER AND SPUYTEN DUYVIL CREEK.

Spuyten Duyvil Creek and Harlem River constitute the boundary line of the two counties of New-York and Westchester. These two are really one river, or rather an estuary, connecting the tide-waters of the East River with those of the Hudson, and as such they should constitute one of the principal water-roads of commerce in the State. But for nearly a century past artificial obstructions have been placed across the channel, and its uses for navigation have been almost destroyed. The present projected improvements contemplate its reopening throughout its whole length. As a water-way of commerce it has great advantages over both the Thames and Seine. The rise and fall of the tide in it is only six feet; while in the Thames it is twenty-one feet, and it has easy debouchments into both the rivers it connects, and is not subject to sudden freshets, as the Seine is. At a comparatively small cost a channel may be dredged through the Harlem of sufficient depth and width for all ships which will seek to use it. The construction of this channel will shorten the distance of the travel between the North River and the Sound, by more than twenty miles around the Battery, and in connection with the Hell Gate improvements largely increase the facilities of foreign traffic by the Sound. From the map which has been drawn, showing this proposed improvement, we see that the present tortuous channel of the river would be straightened to almost the precision of a canal. The method of proceeding suggested is to build bulkheads on both sides of the channel opposite to each other at the same time, and deposit behind them the material which must be dredged from the channel. When the obstructions at King's Bridge are reached, the whole width of the river may be closed for a distance of 1,500 feet, the water pumped out, the rock in its bed blasted; walls are then to be built on both sides, and fendered and secured before the river is opened again. It is obvious, as the report in which these plans are given sets forth, that so vast an undertaking as this cannot be done piecemeal; it must be done as a whole, and under one authority. To intrust work so important to a private company would scarcely be advisable. A river which should, in the best interests of commerce, be open to all, would thereby be made a canal, open to vessels only on the payment of toll. The advancement of the material interests of New-York would be largely promoted by the accomplishment of the work, and it is advised that its execution be intrusted to it. The problem of giving the best accommodations to travel on the river would be solved by the above plan; and it now remains to consider the best means of carrying persons across it.

PROBABLE REQUIREMENTS OF TRAVEL ACROSS THE HARLEM RIVER.

Some idea on this subject may be gained from the experience of London and Paris. In London there are seven bridges across the Thames, within the distance of three miles. In addition to these, there are three bridges exclusively for railway traffic. They vary in length from 708 to 1,380 feet, and are of various widths. Nearly all of these bridges are constructed in magnificent style, and are standard examples of engineering skill. Within the limits of the City of Paris, the Seine is crossed by twenty-six bridges in the distance of seven and a half miles. Two of them are exclusively for railways. They are not such gigantic structures as the London bridges, the Seine being much narrower than the Thames, but they exceed them in architectural beauty, and amply meet all requirements of travel. Whenever the population of New-York and Westchester Counties shall assume the density of the populations on the banks of the Seine and Thames, the means of communication across the Harlem River must be fully equal to that afforded across the former rivers. The length of the water-way from the North River to Little Hell Gate, measured through Spuyten Duyvil Creek and the Harlem, is nearly eight miles. If the average distance between the London bridges be taken as a basis of calculation, nineteen bridges will be required to give equal accommodation to traffic across the Harlem; and, if the average distance of those of Paris be adopted, no less than twenty-five will be required. It will readily be seen, therefore, that the two tunnels under the river, and the suspension bridge across it, now in process of construction, are, as before remarked, but the first part of the vast system of communication which must ultimately be executed.

THE PROBABLE EXTENSION OF THE CITY.

The observations of Mr. Green, in the concluding portion of his communication to the Board of Park Commissioners, in December, 1869, may be aptly quoted in this connection. The problem of properly directing the rapid growth of the City, and of adequately meeting its requirements, is one which now presses for final solution. It was in 1811 that the general plan for the City was adopted, and at that date the lands lying north of a line drawn across the island at where Grace Church now stands, were less built over than those which are now under survey in Westchester County. It is important that no time be lost in extending these surveys to all those parts of the counties adjoining New-York, and which will in due time become either an actual part of or be intimately connected with it. In relation to this, Mr. Green, in the report previously referred to, says:

"It is not intended now to do more than direct attention to the important subject of bringing the City of New-York and Kings County, a part of Westchester County, and a part of Queens and Richmond, including the various suburbs of the City, within a certain radial distance from the centre, under one common municipal government, to be arranged in departments, under a single executive head. More than 1,500,000 people are comprehended within the area of this City and its immediate neighborhood, all drawing sustenance from the commerce of New-York, and many of them contributing but little toward the support of its Government.

An area that could be readily described, of convenient distances from the centre, would comprehend within its limits the residence, as well as the place of business, of most of its population; thus resolving the difficult question of taxation of non-residents that now exists. Each department would be ratably represented in a common legislative assembly, and the expenses of government would be apportioned and borne by separate departments, and judicial, police, and sanitary powers executed under equal and uniform regulations."

Can any one doubt, it is asked, that this question will force itself upon the public attention at no very distant period? The corruptions in the Government of New-York have hitherto caused any projects for extending the limits of the City to be regarded with distrust. Suspicion was aroused that they were made only to obtain larger opportunities for fraud and robbery; but these deterring causes are now removed, and the healthy growth of the City must of necessity follow their removal. All progress points toward eventual consolidation and unity of administration; and the disadvantages of disjointed and often conflicting authority over communities, which in all material ways are striving to become one, must become daily more apparent. New-York now has virtually outgrown the narrow limits of Manhattan Island, and the day cannot be far distant when its boundaries must be practically widened, to an extent commensurate with its ever-progressive growth.

Effect of Grant's Re-election in Utah.

From the Salt Lake Tribune, Nov. 7.

On the internal affairs of no State or Territory of the Union will the re-election of President Grant have a greater bearing than in Utah, as the continuance of his executive power means the destruction of theocracy, the annihilation of polygamy and the final solution of the Mormon problem, so far as the antagonism between the acknowledgment of Divine right and duty to the National Government is concerned. Politically the Mormon leaders have always favored that phase of politics which would in the greatest degree subserve their peculiar ideas of government, which is the very essence of centralization of power, consequently they have favored the election of Greeley, hoping through his philosophic and vacillatory nature to prolong a power which is in every way inimical to the interests of a republic.

The election of Greeley would have given a new lease of life to polygamic theocracy in Utah, by enabling a few men, acting under the cloak of divine authority, to perpetuate a system of government which not only makes mental slaves of its subjects, but inflicts on them the practice of barbarous doctrines worthy only of the age from which they emanated. The re-election of Gen. Grant is one of the greatest reverses the Mormon priesthood have ever met with, and will result in all these radical changes necessary to place Utah on the same footing with other Territories of the United States.

The Iowa Members of Congress.

From the Des Moines (Iowa) Register, Nov. 8.

We are in receipt of dispatches at this hour of writing, 1 A. M. of today, which make it certain that all of the nine Iowa Districts elect Republican Congressmen. All doubts as to the election of Cotton in the Second District, who is the only candidate about whom there has been any uncertainty, seem to be dispelled by our dispatches from Dubuque and Clinton. He will probably have a majority of 250. McCrary, in the First District, has a majority of 4,675; Donnan, in the Third, over 2,000; Pratt, in the Fourth, between 8,000 and 9,000, and perhaps more; Wilson, in the Fifth, over 6,500, probably 1,000 more; Loughridge, in the Sixth, 2,700 or 2,900; Kasson, in the Seventh, 6,500 or 7,000; McDill, in the Eighth, 5,100; Orr, in the Ninth, 9,000.

None of the above figures will probably be reduced by the official returns. We believe they will all be increased. The Confederates confidently expected to carry three or four of the districts, and, in their happiest days, even talked of taking five of the nine. The unshucked walnut is now hulled, and the coalition crew can see just how bitter it is. They have gained nothing in the State, in the shape of Congressmen or State officers, and have lost at least three of the counties which were Democratic last year.

MUTILATED CURRENCY.

How it is Bought and Sold—Details of the Business.

Necessity is the mother of invention in a variety of ways, and frequently develops novel methods of industry. There is no better place in the Union to afford a comprehensive view of this than New-York City. Almost every conceivable kind of trivial business is practiced in this City, and tens of thousands of dollars per year flow into the pockets of the peculiar class engaged in these pursuits. The people who adopt these modes for earning a livelihood are, in the main, men of shrewdness, who know a smattering of almost everything available to them in a business way, and who are always keenly alive to their own interests, never allowing themselves to be caught at disadvantage, and never rectifying mistakes.

Just now a very brisk and profitable business is being carried on in a small way, and is based upon the carelessness of mankind. This is the collection of mutilated currency, and national bank notes of every denomination. A large quantity of this material is constantly floating about the money market, and a very large portion of it goes to waste altogether. The business of collecting and selling this description of paper at a discount, now forms the trade of a great number of persons in this city. It is a well-known fact that nearly every person who is in the habit of carrying money loosely about his clothes, comes into possession of more or less of it which is in a rapid state of decay. This, passing from hand to hand, soon becomes mutilated to such an extent as to warrant its refusal by business people. Then it finds its resting place in the corner of some unused compartment of a pocket-book or money-drawer, and in many cases remain there until finally thrown into the waste basket and burned with other worthless rubbish. Thus a very great amount of money is annually lost. The adoption of the idea of collecting it and selling it again to Government agents, however, has opened a new field of trade, and while it will serve as the means of affording a living, such as it is, to those engaged in it, it will also be the source of much saving to the general business community.

The collectors, or "speculators" as they term themselves, only require a huge wallet, into which the mutilated stamps and bills are stuffed promiscuously, without any attention or care as to whether they are further mutilated or not. The capital stock necessary to a successful prosecution of this business is not necessarily great. A few dollars, in the hands of a shrewd speculator, will return a very gratifying revenue, as the prices for mutilated currency vary in the most irregular manner, according to the various stages of decomposition. One of the operators, who does a large business in this City and its immediate vicinity, estimates his profits from the business at a figure which would afford a satisfactory living for a person of moderate tastes. This dealer has established a route, which he visits with punctual regularity, and the business people with whom he deals lay aside all the mutilated paper money coming into their possession until the "stamp-broker" calls for them. Many of the business men find it a matter of some profit to pay attention to the collection of mutilated currency. The generality of people are not aware of the fact that when stamps and bills have become torn and disfigured, and a portion, perhaps, missing, that they can be redeemed at a slight discount, and, therefore, in view of their ignorance, lose considerable money, in the way of selling them at almost any price. Persons who do business with the broker, being aware of this, buy up what they are able to seize upon, and retail to the brokers at a profit.

The prices for currency and bills varies. An average of from sixty to seventy per cent. is paid. In the case of stamps and bills being so mutilated to an extent which renders their denomination almost unrecognizable, the price is very low, yet they are as marketable as the others. A day or two the broker mentioned made some large purchases in the upper part of the City, investing about $20. The character of the currency he purchased, and the tightness of the bargains he made, would bring him a profit of upward of $5, which shows that the business, when judiciously handled, is of considerable moment.

The mutilated currency thus collected is sold at the Sub-Treasury in Wall-street, where the discount on mutilated bills averages about ten per cent. Here it is kept in quantities, and then forwarded to Washington, where, at the Treasury Buildings, it is destroyed. The speculator, in a majority of cases, buys dilapidated currency at about eighty cents and sometimes for seventy-five; this he disposes of at the Sub-Treasury for ninety, and as this is about the average of the business, its lucrative results may be easily computed on the extent of ground covered by the speculator. The business is increasing in this and neighboring cities, women, in many instances, having adopted it, meeting with much success.

Reception at Brooklyn Grammar School No. 5.

A reception was given on Wednesday at Grammar School No. 5, Duffield-street, Brooklyn, and a large number of the parents and friends of the pupils were present. This school has obtained a high character among the public schools of Brooklyn, and the manner in which the programme was executed seemed to sustain the high reputation of the school. Among the gentlemen present were E. J. Whitlock, President of the Board of Education; Messrs. Hennessy and Carroll, of the Local Committee, and Messrs. Hulbert, Garret, Bergen and Sprague of the Board of Education. The President, Mr. Whitlock, congratulated the teachers on the high state of efficiency shown by all the Departments. There were, he said, the names of 100,000 pupils on the rolls of the public schools of Brooklyn, but in consequence of the migratory character of a large number of the parents, the average daily attendance was only 50,000. He impressed upon the parents the desirability of keeping their children at school for a sufficient time, and not to allow the love of lucre to remove their children from school at an early age.

Mr. Whitlock was followed by Mr. Carroll, Mr. Hurlbert, and others, and after reading the names of the pupils who were awarded certificates of merit, the proceedings were brought to a close.

Death of a Student at Yale.

From the New-Haven Palladium, Nov. 12.

Robert Elmer Coe, a graduate of the Class of 1872, and a brother of Prof. E. B. Coe, died at his room on Library-street last evening, at 6 o'clock. Mr. Coe was one of the finest writers in his class. He took a great number of first prizes in composition, was one of the editors of the *Yale Literary Magazine*, and divided the De Forest gold medal with Mr. Hincks. He took great interest in athletic pursuits, and was the finest gymnast in college. His health has not been good for a long time. He returned, however, to the city this Fall to pursue a graduate course of study. While practicing in the gymnasium, a few weeks since, he met with a severe fall, but did not sustain much injury. Soon after this he was attacked by typhoid fever, and for a time he was very ill, but, until a week ago, seemed likely to recover. Eight days ago a relapse, which so often proves fatal, set in, and for the three days preceding his death he sank slowly, until last evening, when he breathed his last. He was an excellent scholar and a genial companion, and had a large circle of friends in college and elsewhere. His home was formerly in New-York City, but lately it has been in Bloomfield, N. J.

Only Seven Counties in New-York for Greeley.

From the Buffalo Express, Nov. 12.

New-York has sixty counties. At the late election all but seven gave a majority for the Republican ticket. Those which did not are Columbia, Dutchess, Greene, Kings, New-York, Rockland, and Schoharie. All of them, the last excepted, are what are termed "river counties"—that is, they border on the Hudson. Their Democratic tendency may be accounted for by their contiguity to the central organization of Tammany Hall. It is encouraging, however, to see that in all but two, New-York and Kings, the majorities are very small, none reaching a thousand votes. We hope ere long to be able to say, with Maine, Massachusetts, and Michigan, "Every county in the State is Republican."

M. MANSART.

Information that Will be Valuable to a Number of People.

Something About the Great French Architect—Who he was and where he was Born—His Life and Labors.

The Boston fire has simply confirmed what every one knew beforehand, that the Mansard roof, if not constructed of fire-proof materials, was the most dangerous known. Charles Reade, less than a year ago, solemnly protested against it in the columns of the London *Times*, pointing out not only that it could not be extinguished if it caught fire, but that the unfortunate dwellers of the Mansard were isolated, and had not even the desperate chance of escape afforded by creeping along the roof and descending through some neighboring building untouched by fire. Of course, if constructed of fire-proof materials, its advantages are manifest, but there is at present so bitter a prejudice against it, that few architects will be found bold enough to introduce it into their plans for some time to come. It is curious that when François Mansart, the great French architect who invented it, introduced it to public notice in the construction of a hotel in Paris, the whole profession fell foul of him and attempted to drive him from Paris. He was caricatured by Lucas Cranach in an amusing cartoon, which represented him escaping from Paris on a diminutive donkey, pursued by the hisses and shouts of the profession, and hugging to his breast a model of a château, with enormous curb roofs. Some account of the life of this truly remarkable architect will probably be relished by the public at the present time. He was born in Paris in the year 1598, of a family that had been long settled in the capital of France, but which was of Italian origin. His remote ancestor, Michael Mansarto, who entered the service of the Carlovingian Kings shortly before the usurpation of the Capets, is styled in the old Latin chronicle Cavalius Romanus, by which it is to be inferred that he had some pretensions to nobility. The son of this Roman knight was architect to Hugo Capet, and also taught mathematics to Robert, the *roi faineant*. The name of Mansart is to be traced in the annals of Charles V., comes up again in the diary of Charles VII., and is found inscribed on great numbers of monuments during the reigns of Louis le Gros, Louis VII., Philip the Fair, and Francis I. Enough may be gathered from this brief, scanty pedigree to show that the family had distinguished themselves in the profession of architecture during a period of many hundred years. The young François Mansart was the apprentice of his uncle Germain Gautier, who was worker in wood to the reigning King, and also architect, though in this latter branch he does not seem to have been highly distinguished. His nephew was quick to learn, and displayed, not only a wonderful facility of combination, but a rare taste, preferring instinctively the chefs d'œuvre of antiquity, upon which subsequently he endeavored to mold a style of his own. His early efforts were confined to works of no great importance, and the first great affair placed in his hands was the erection of the Hotel Toulouse, in which he displayed a mastery over the general plan, and a grasp of details, which showed him to be one of the great ones of architecture. His atelier became crowded with noblemen and rich provincial Presidents, who offered him commissions of the most remunerative kind, and the Chateau de Berry and the Chateau of Choisy sur Seine attested still further his consummate genius. In 1632 the Commandeur de Sillery desired him to contribute his plans for the erection of the Church of the Daughters of the Virgin in the Rue St. Antoine, and his sketches were so universally admired by the Court that Gaston of France, Duke of Orleans and brother of the King, Louis XIII., ordered him to construct the Chateau de Blois, which he commenced with great spirit, but which was never finished. It was when engaged on this work that he developed his extraordinary mania of pulling down what had already been completed in order to rebuild it on a totally different plan which he conceived superior. This, though prompted by his desire for perfection, was most annoying to his patrons, and brought him much vexation and trouble. He was, however, too great an architect to be neglected, and Anne of Austria, the Queen of Louis Treize, having a spasm of piety, ordered him to build the chapel of the Val de Grace. His designs were universally admired, but when he had advanced to a certain stage of completion with the work a new thought struck his fancy, and he was about to tear down the walls when the Queen, informed of what he was about to do, abruptly dismissed him, and the chapel was confided to another architect, who finished it loyally according to the first plans of Mansart. This greatly enraged the eccentric artist, who, to show Her Royal Majesty what she had lost, constructed the chapel of the Château de Fresnes on the plans which he had designed for the Val de Grace, reducing them, however, to one third of the original proportions. This work has justly been considered by French architects the very pearl of chapels and the perfection of art. Shortly after this great triumph he was commissioned by the President of Longueil to build for him his Château des Maisons, near St. Germain en Laye, and he produced plans which delighted the heart of his patron. The building was to be a large central façade with two wings. The centre was finished and also the eastern wing, but hardly had he completed the latter when a brilliant conception for the wings struck him, and without a moment's hesitation, without deigning to say a word of the matter to his employer, he demolished the entire wing. But his second plan was so exquisite, and the completed structure so uniform, so harmonious, so thorough in all its details, that the President not only forgave him for the frightful additional expense, but gave him hearty thanks and a munificent present. The Prime Minister, Colbert, who had succeeded Cardinal Mazarin, consulted with him about the construction of the Louvre, and Mansart produced some exquisite sketches. "Very beautiful," said Colbert, "but I want not a sketch, but a definite plan." "My plan is in my head, Monseigneur," returned the intractable architect, and even the threat of sending for Bernini from Rome could not force him to present a plan which he would promise not to change. Bernini was sent for, but Mansart exerted all his influence for his French rival, Perrault, and it was the latter who had the honor of building that superb palace. The last work of Mansart was the façade of the Church of the Little Ones, in the Place Royale, Paris. He died, after a prosperous but combative career, in 1666, at the age of sixty-nine, full of years and honors, leaving behind him another architect of his name, Jules Hardouin Mansart, the child of his sister, who was married to Hardouin, the painter. The young man studied vehemently with his uncle, for whom he felt the greatest veneration, and on becoming of age assumed the name of Mansart. His ability was by no means so great as that of his relative, but he had no eccentricities, and his manners were so pleasing that he became entirely beloved by Louis XIV., who made him his architect and Superintendent of Public Buildings. He built for this great monarch the palace of Versailles, the Hotel des Invalides, the Place des Victoires, the Château of Dampierre, the Church of Notre Dame de Versailles, besides planning the palaces of Marly and le Grand Trianon. He planned, also, the Place Vendôme. The King presented him with the Order of St. Michel, and rewarded him for his services so liberally that he accumulated a large fortune in spite of a somewhat extravagant expenditure. He died suddenly in 1708, at the age of sixty-three, and was buried in the Church of St. Paul, at Paris. His tomb was constructed by the sculptor Coysevox, and was spared during the Revolution. It has since been transferred to another church of Paris, where the curious may still see it.

The style of the uncle François Mansart, though open to criticism, is acknowledged by all to be full of nobleness and magnificence. It has, however, been said of him that in his efforts to bring the Renaissance nearer to the spirit of the antique, he lost the smiling elegance and grace which distinguished it during the epoch of Francis I., and gave it an air of sombreness and an undeniable heaviness. But no man understood better than he did, the general distribution of a plan. He was absolutely master of his conceptions, down to the most insignificant of details; his profiles were distinguished by their precision and truth, and, in fine, he was one of the greatest architects that France ever produced. The curb roof, which, in ridicule of him, was called Mansarde, was at the outset very rough, and, indeed, pretentiously ugly, but the germ of beauty was within, and he developed it so fully that those who laughed lived to admire and to copy. His nephew was more noted for the beauty of his decoration than for his architecture, and he signally failed in the general grasp of a plan. His productions have been very harshly criticised, more especially the details of Versailles. His most admired work was the dome of the Invalides, in rivalry of Sir Christopher Wren's dome of St. Paul's.

OUR FIREMEN.

A Few Words About a Much-Talked-of Class.

How the Department is Organized and Conducted—Present Condition of the Fire Brigade.

As much inquiry has been made during the present week regarding the New-York Fire Department, the following extract from the last message of the Mayor will be found interesting, as it gives a fair idea of the condition and working of the Department:

At the time of the change of system (in June, 1865) the Volunteer Department consisted of 19 engineers, 1,869 members of engine companies, 1,075 members of hose companies, and 558 members of hook and ladder companies—a total of 3,521 firemen, divided into 52 engine companies, 54 hose companies, and 17 hook and ladder companies—a total of 123 companies. The Department now consists of one chief, one assistant chief, and eleven engineers, 383 members of engine companies, 147 of hook and ladder companies, and 60 hose and ladder men attached to suburban companies—a total of 603, divided into 37 engine companies, and 15 truck or hook and ladder companies. To these are to be added in each case the watchmen in bell-towers, telegraph operators, and line men, and other employes of the Department. With so large a reduction of force, the duties of the firemen have essentially changed, and discipline and constant attention to duty supplies what is lost in numbers. It is indispensable that everything connected with the service should be the best obtainable, and that apparatus, horses, and machinery, should all be in constant readiness for action, when time is often the main element to safety. To insure this, each man is selected for appointment after a physical examination by the surgeon of the Department, and must be thirty-five years of age, or under, to avoid his becoming, at an early day, superannuated on the hands of the Department. He must also be able to read and write, to enable him to perform the duties of an officer, to which he becomes eligible. That he has performed duty in the old Fire Department is an element of fitness, but not an absolute requisite. No man is admitted to the rolls of the Department, however recommended, who is not qualified for the position, nor allowed to remain after he has developed want of fitness for his place. The use of liquor, when in uniform or on duty, is strictly prohibited, and drunkenness attended with dismissal. When appointed each member is assigned to his position and drilled in his duties, so that when aggregated into companies of ten or twelve men, such company moves as a unit. The Chief Engineer, District Engineers and company officers are tried and experienced firemen. The Engineers of steamers are skilled in their profession, and appointed on certificates of qualification from reliable sources, and the officers are men promoted, after a competitive examination, for special fitness. Each apparatus house is not only in daily official report with the head-quarters, but can be communicated with at any moment by telegraph or by the "talking circuit;" and when the alarm is sounded at the same instant both in head-quarters and at company quarters, every man in the Department knows his duty and his place, and is ready to take it without confusion or delay. Even the horses, which are carefully selected, and kept from necessity under the closest scrutiny and in the highest condition, (being fed, shod, and exercised with perfect regularity,) learn to know by instinct the time for action, and back from their stalls when the alarm signal is sounded, ready to take their places at the pole or shafts when the halters are loosened, without assistance. At fires all persons are excluded by a cordon of Police, excepting members of the Department and the Insurance Patrol, and, by this means, the loss by plunder, which was estimated by the Underwriters as a very large percentage over that by fire, has entirely ceased. At a fire the discipline, beginning with the individual and extending to the company, is found where several companies act together, all with a concerted action, free from confusion or delay. In this way the Department is entirely in hand, and can be used by the Chief and his assistants, even where several fires occur at once, without weakening its efficiency at either, as each company knows, by carefully prepared codes and charts, where its services are due. To preserve this system, and to retain the men in such subordination as is requisite, the rules are necessarily strictly enforced. In case of their violation, the delinquent appears before the Board on its weekly trial day, the testimony is taken on oath, and the finding printed in an order and placed on the records of every company, showing the names of the offender, the nature of the offense and the penalty, in order that every member of the Department may be warned against a recurrence. While rigid discipline is so enforced, the Commissioners watch with interest the development of merit, and promotion is open when vacancies occur to every member, if qualified to be an officer. Patrols from each company are constantly on duty, with orders to rally on their quarters in case of alarm. The whole City, as well as the City institutions on the islands are connected with head-quarters by the extensive line of telegraph recently completed.

Connected with the Department is the Bureau of Combustible Material, created by the Legislature. This Bureau licenses all dealers in kerosene and other liquid oils, and constantly tests samples of the oils they deal in. During the year 2,836 licenses for kerosene oil, 129 for powder, and 1,572 permits for fire-works have been issued, and 9,762 samples of oil tested. Surveyors are constantly on the alert to discover inflammable oils, or their careless use, and that important source of danger is now completely under the control of the Department. This Bureau also has it in charge to see that hoistways in stores are kept covered at night, and hydrants and the telegraph unobstructed. It has within the year turned into the relief fund of the Department $31,401 for licenses alone.

The extensive system of telegraph now used by the Department, including over 600 miles of wire, with its communicating or talking circuits, and thorough connection of every part of the Department with its head-quarters, affords great additional protection in the rapidity with which alarms are communicated. It also adds materially to the expenses of the Department in its care and maintenance, in additional attendance, chemicals, &c., and in repairs and constant temporary removals of some of its 2,600 poles, rendered necessary by the erection of new buildings on the lines, &c.

The expenses of the Department for the past year, according to the report of the Commissioners, have been about $1,080,025 82. Of this $825,000 has been expended, as they state, for the pay-roll of the officers, members, and employes, as fixed by law. The expenses do not vary materially from those of preceding years.

The entire working of the Department has been reduced to a system, compliance with which is required, and, if necessary, enforced on all its officers and men; and the result is a uniformity and economy of action which goes far to render the Fire Department of New-York a model, to make it the centre of constant inquiry and study by the Departments of other cities of this country and of Europe, and to enable the Mayor to say that its superiority is creditable to those intrusted with its charge, and a source of pride to the citizens of New-York.

The San Juan Boundary Decision.

The following official documents have been forwarded to the English papers for publication from the Foreign Office:

LORD ODO RUSSELL TO EARL GRANVILLE.

[Received Oct. 28.]

BERLIN, Oct. 23, 1872—11¾ P. M.

MY LORD: I have the honor to transmit herewith to your Lordship, by Admiral Prevost, the decision and award of the Emperor of Germany respecting the true interpretation of the treaty of June 15, 1846, which, in accordance with the thirty-fifth article of the Treaty of Washington, is given in writing, signed by His Majesty, and dated on the 21st inst., and is forwarded to me by M. de Balan, in a letter dated today, the 23d inst., which has just been delivered at this Embassy. I have, &c.,

(Signed,) ODO RUSSELL.

M. BALAN TO LORD ODO RUSSELL.

[Translation.]

BERLIN, Oct. 23, 1872.

His Imperial and Royal Majesty having, in accordance with the Treaty of Washington of May 8, 1871, given his royal award in the boundary question at issue between Great Britain and the United States, the undersigned has the honor herewith to transmit to his Excellency, Her Britannic Majesty's Ambassador, Lord Odo Russell, the award in writing, informing him at the same time that a similar document has been forwarded to the Envoy of the United States at this Court. The undersigned, &c.

(Signed,) BALAN.

[Translation.]

We, William, by the grace of God, German Emperor, King of Prussia, &c., &c., &c.—After the examination of the treaty between the Governments of Her Britannic Majesty and that of the United States of America, dated at Washington, May 6,* 1871, by virtue of which the above-named Governments have submitted to our arbitration the question at issue between them, viz., whether the line of boundary which, according to the treaty, dated at Washington, June 15, 1846, after it had been continued westward along the 49th parallel of north latitude to the middle of the channel which separates the continent from Vancouver's Island, shall be further drawn southerly through the middle of the said channel and of Fuca Straits to the Pacific Ocean, should be run as claimed by the Government of Her Britannic Majesty, through the Rosario Straits or through the Canal of Haro, as claimed by the Government of the United States, in order that we should decide finally and without appeal which of these claims is most in accordance with the true interpretation of the treaty of June 15, 1846, have, after taking into consideration the statement of the experts and jurists appointed by us to report upon the contents of the respective cases and counter cases, with their inclosures, given the following decision: The claim of the Government of the United States, viz., that the line of boundary between the dominions of Her Britannic Majesty and the United States should be run through the Canal of Haro is most in accordance with the true interpretation of the treaty concluded between the Government of Her Britannic Majesty and that of the United States of America, dated at Washington, June 15, 1846.

Given under our hand and seal, at Berlin, Oct. 21, 1872. (Signed.) WILLIAM.

*Sic in orig. Query, May 8.

LETTERS TO THE EDITOR.

House Numbers.

To the Editor of the New-York Times:

I desire to call your attention to a long-standing trouble which exists in the upper part of the City, the worst feature of which is, it troubles every one having any business there, who desires to find a number of a house. It is no exaggeration to say that nineteen-twentieths of the residences from Fourteenth to Fifty-sixth-street have the numbers as effectually concealed as if there was an ordinance compelling it to be done. Having double doors in most every instance, and the right-hand one (which has the number on it) open, the number is entirely out of sight, and all that is visible is the word "No," conspicuous enough, which is not only useless but an aggravation, under the circumstances. Some few sensible people have the number over the door on the glass, and some have it put on both doors, but the great majority are as described. Is there no law compelling the number to be displayed? I trust, Sir, that if inserted in your valuable journal, the error will be seen and properly appreciated by those whose numbers are so practically useless. All classes of society are interested in this reform. I remain, very truly, yours, E. T. WILLIS,

No. 23 Abingdon-square.

NEW-YORK, Tuesday, Nov. 12, 1872.

A Card from Dr. Kessler.

To the Editor of the New-York Times:

It has been circulated in various forms and quarters that during a temporary absence from the United States I had renounced my American citizenship. Now, Sir, in order to allay the anxiety of friends, and to set at rest the machinations of enemies, let me state in due form, that when I went to Europe in 1866, whence I returned in the Spring of 1868, it was solely for the benefit of my enfeebled health, and that during my tour through Germany and Austria my time and attention, after my health was restored, were exclusively devoted to professional studies. I always upheld my character as an American citizen, conscious of the honor and dignity it conferred upon me, and in this statement I will not only be borne out by the papers and documents in my possession, and by witnesses, but also by direct testimony of the Prussian, Austrian, and Bavarian authorities, to whom I have appealed for clearing me of the suspicions cast upon me. Whatever exertions my political and personal enemies may choose to make, there will be only disappointment in store for them—truth and justice are bound to prevail, and a virtuous and enlightened public opinion will richly compensate me for the vexatious I may have temporarily to suffer.

ADOLPH KESSLER, M. D.

NO. 220 EAST FIFTY-THIRD-STREET, Nov. 15, 1872.

Fire-Proof Buildings.

To the Editor of the New-York Times:

The late Boston calamity naturally leads to inquiry looking to the future prevention of such disasters. Every step toward making a building fire-proof is, of course, in the right direction.

In the Summer of 1851, it will be remembered, that San Francisco was swept by fire. So destructive was the flame that even the wharves were burnt to the water's edge, and of the whole city but two buildings were left to mark its site. One of these was Argenti's banking-house, on Montgomery-street, and its peculiar construction may give a lesson of value to us at this hour. It had not a Mansard roof, but quite the reverse. The walls of the building were carried up some three feet above the flat roof, forming a reservoir that was made water-tight, and which was quickly flooded by a force-pump from below; and thus the roof, usually so vulnerable, was made securely and absolutely fire-proof. Many other so-called fire-proof stores were leveled with the earth, and I know that Mr. Argenti gave to this reservoir the credit of his escape. Could not the suggestion that this conveys be profitably acted upon by our builders and the rebuilders of Boston? Had these inverted Mansards prevailed in Boston and Chicago, it is probable their devastation from flame had never been. An ounce of prevention in such a case is worth so many pounds of cure that, when clearly seen, it should be acted upon.

NEW-YORK, Tuesday, Nov. 12, 1872. A. C.

Cruelty to Car-Horses.

To the Editor of the New-York Times:

I desire to call attention to scenes which are almost daily witnessed by travelers on the Fourth-avenue line of horse-cars, and which illustrate the niggardly management of that corporation. On three different occasions last week, two jaded horses, showing all the symptoms of the late epidemic, were compelled to strain every muscle to start the cars at the foot of Thirty-fourth-street, crowded to suffocation with passengers from the Long Island trains. The passengers sympathized and uttered exclamations of condolence, but the poor animals had to tug away until the living mass behind them was in motion. On Friday morning the scene was diversified at the foot of the steep grade at the corner of Lexington-avenue and Thirty-third-street, where, after a severe struggle, the coupling broke, and the panting horses started off down the avenue, to the infinite delight of those inside, for it was thought that this would afford a temporary relief.

It seems that comment is unnecessary, and yet I cannot but express surprise, as well as regret, that the lesson of two weeks ago should be lost upon those who have in their employ so many of those noble animals, without which, as we have but too recently seen, business becomes stagnant and paralyzed. On other lines, during the recent horse disease, four animals have been used where extra power was required, and yet here, where capital and patronage is greatest, no attention is paid to the necessities of the traveling public. Truly yours, HUMANITY.

NEW-YORK, Monday, Nov. 11, 1872.

A Word for Coroner's Juries.

To the Editor of the New-York Times.

Your comments in this morning's paper on the action of the Coroner's jury, in the case of Donoghue, are neither just to the jury nor legally accurate. What is the object of a Coroner's jury? You say "that it is merely to find out whether a dead body is really dead, and how it came so."

In Chitty's *Blackstone*, volume one, page 351, the object of a Coroner's inquiry is stated to be among other duties, "to make inquiry whether any person has been slain, and the circumstances," &c., and further, "if any person be found guilty, by the inquest, of murder or other homicide, the Coroner is to commit them to prison for further trial;" and in volume four, page 275, it is added: "That the inquest is equivalent to the finding of a Grand Jury, and a woman tried on Coroner's inquest for the murder of her bastard child may be found guilty of endeavoring to conceal its birth, there being no distinction in this respect between the Coroner's inquisition and a bill of indictment returned by a Grand Jury."

The jury in the case of Donoghue were of the opinion that they should not only find that there was a death, but also the circumstances under which the death occurred, in order that the authorities might be advised whether any, and, if any, what crime had been committed. How were they to ascertain this except by the evidence submitted to them? If the evidence should show an accidental shooting, such should certainly be found; and, on the other hand, if there was evidence of deliberate shooting, this also should be stated. Now, the evidence was that Scannell, after firing one shot through the brain of Donoghue, causing him to fall dead on his face, "then, advancing his right foot," fired three additional shots into the prostrate body. Now, surely here was deliberation, and it is absolute proof that he intended to produce death. Why should not the fact of deliberate shooting be found, if the evidence showed that it was deliberate?

ONE OF THE JURY.

NEW-YORK, Monday, Nov. 11, 1872.

[NOTE.—Our correspondent first misquotes our article. We said that the object of a Coroner's jury was "*little more* than the simple one of finding out whether a dead body is really dead," and not "*merely* to find out," &c., as "One of the Jury" puts it. A little further investigation of the subject will convince our correspondent that Chitty's *Blackstone*, while excellent authority for "Coroner's law" in England, has a good deal less relevancy here. We recommend to his reading Vol. I of *Colby's Criminal Practice*, after a careful perusal of the appropriate sections of which he will find his little knowledge rather less misleading.]

FOREIGN NOTES.

Mr. John Forster, the historian, was, at last accounts, unwell, and had been confined to his room for several days.

M. Thiers has made an earnest request to an association which proposed to do him the honor to erect a statue of himself in the Place Vendôme. He begs them to wait till the indemnity is paid and the disasters of the war repaired.

Lord Byron's feat of swimming across the Dardanelles has been successfully imitated, according to the *Levant Herald*, by Lieut. Wm. Moore and Gunner Mahoney, of Her Majesty's ship Shearwater, who are reported to have swum from Abydos to Sestos on the 26th ult.

The Corporation of Dublin has discussed and appointed a committee to further inquire into the decrease of the population of Ireland in the quarter ending June 30 by 24,000 persons, and the diminution last year of land under tillage by 135,000 acres. The Committee are also to investigate the reported continuous decline in the number of small traders in Ireland.

During the last week in October the Canton of Bern was visited by such a severe "föhn," or south wind, as had not been experienced for many years. Blinding masses of snow were whirled about the mountain-tops and down into the valleys. Hundreds of forest-trees were either broken short off or torn up by their roots. In Meiringen, Grindelwald, and Murren numbers of houses were unroofed, while in the latter place a partially-built hotel was razed to the ground.

The Birmingham *News* is desired to announce that a number of influential gentlemen, friends of the agricultural laborers, despairing of a satisfactory and speedy settlement of the land question, are making preparations whereby will be offered an immediate, practical, and attractive scheme of emigration for at least half a million of the cream of the agricultural population of this country. The *Laborers' Union Chronicle* for Nov. 2 makes this important announcement, and it is affirmed that the National Agricultural Union will support the movement. A band of emigrants had left Leamington for New-Zealand, another batch was waiting orders for Queensland, and the "Minnesota Colony List" of a thousand farmers and laborers was being rapidly completed.

A few days since, a lady, well known in the literary annals of Germany, died at an advanced age at Weimar. Ottilie von Goethe, the widow of Goethe's only son, and herself a writer of uncommon ability, departed this life on the 26th ult. In the days of her father-in-law she used to do the honors of the house, and presided at many a social gathering marked by the presence of the most eminent authors and politicians of the age. Goethe, it is well known, loved her as a daughter, and admired her as a poet and *littérateur*, and at the time when she edited the *Mitternacht Zeitung*, (*Midnight Gazette*,) used to speak of her as one of the ablest critics of the age. She retained the vigor of her mental powers until her death, and but a few months since, when a correspondent of the London *Times* had the pleasure of seeing her, he wrote that she was certainly one of the most animated and amiable old ladies that could be met with. She leaves two sons, both unmarried.

The controversies between the Roman Catholic Church on the one hand, and the representatives of the secular Governments on the other, which have been exemplified and are still proceeding in Germany and Switzerland, have extended also to Spain. A few days ago a protest by the Spanish Bishops was published, in which the Government was strongly reproached for withholding their pay, which it was said they had not received for upward of two years. A much more elaborate protest, signed by the Archbishops and Bishops, and addressed to the Cortes, has since appeared. The Minister of Justice has prepared a bill which proposes to reduce the number of Bishoprics and to discharge the Treasury from the obligation of paying the ecclesiastical endowments. Against these proposals the Bishops protest with exceeding vehemence.

An Erzeroum correspondent of the *Levant Herald*, writing on the 2d ult., reports a daring murder, committed upon a rich Armenian resident, which had created much sensation in that town. The murdered man followed the unambitious trade of a *pastourmadji*, or sausage-maker, but by this and other means he had accumulated considerable wealth. He was unpopular, however, it would seem, with both his Turkish and Christian neighbors; with the former, from having wounded their religious susceptibilities in a transaction involving the demolition and rebuilding of a mosque; with the latter, because he had gained a sort of monopoly in local contracts; and with both, on account of his personally disagreeable and exacerbating manners. The ill-fated *pastourmadji* was quietly seated one evening at the door of his house, when a man on horseback galloped up, disguised, and armed with a pistol, and fired point-blank, stretching the Armenian dead on the spot. The assassin then made good his retreat, threatening to shoot all who tried to stop him, and had, up to the date of the letter, baffled the efforts of the Erzeroum police to bring him to justice.

The Florence *Opinione* relates a curious peace-making ceremony which took place a few days ago at Sedini: "Twenty-nine families of eight districts of Anglona took a share in this solemn pact of peace. The Bishop of the diocese, accompanied by five priests and by the authorities of the country, assisted at the ceremony. It began by the assembling in a large field near Sedini of the different groups of the parties interested who afterward formed into separate rows of offenders and offended by the assassinations committed or wounds inflicted by vendetta within the last ten years. Then, placing themselves opposite the Bishop and Prefect, they embraced each other two by two, at first with a certain reluctance, but by degrees the ice melted, and soon the greatest cordiality was manifested on both sides. The twenty-nine families, with their relations to the fourth generation, amounted in all to 1,200 people, who thus exchanged the kiss of peace. A crowd of more than 2,000 persons formed a circle round this interesting scene, which left a deep and most pleasing impression in all hearts. During the remainder of the day, and on the following morning, the most sincere joy and satisfaction were manifested on all sides, and will, it is hoped, be as lasting as it was solemnly celebrated."

The following bill has been issued by the discontented members of the Metropolitan Police Force of the City of London: "Metropolitan Police.—The Commissioner having stated in police orders, the 29th inst., that those important questions respecting the pay and alteration of duty will be submitted to the Secretary of State—1. We would ask how long that right honorable gentleman will take to consider the matter? 2. We wish to know if Col. Henderson will recommend the scale of pay as proposed in the memorial, as we consider that he has not yet given us a definite or satisfactory reply. 3. We beg to say that, should he fail to do so, it is our intention to hold an open-air meeting in Hyde Park, and invite the public to attend and hear the grievances of the police thoroughly discussed. 4. We trust the whole of the men will remain in unity until they obtain what we term are their rights. We also trust that they will not be dormant in this important and interesting matter, for now is the accepted time, and they must all be up and doing a little; for united we are, and united we shall remain. God save the Queen!"

A London *Times* telegram from Florence, dated Nov. 1, says it is estimated that two-thirds of the Province of Mantua, and one-third of the Province of Ferrara, are submerged. Sixty thousand persons are houseless. The corn had been already sown. In the *Daily News* we read: "The Po continues to increase at the rate of two centimètres an hour. The left bank of the Panaro is seriously threatened. The consternation is general. Thousands of persons continue to hurry away from the district, and the country is almost deserted. Fortunately, the weather is fine. Several of the Emilian communes appear like enormous lakes. The tops of the trees and houses can scarcely be seen. The cattle are dying for want of food, and a large number have been carried away by the water. There is great activity in the villages on the Po. Men, children, and soldiers have been dispatched from the towns, and they are engaged in filling sacks with earth for the purpose of strengthening the embankment. Many of the carbineers have risked their lives in order to save the sufferers. Two churches have been demolished to erect defenses against the floods."

The *Swiss Times* says that though the returns of the elections in Switzerland are still incomplete, the majority in favor of the revision of the Constitution is too large to be materially affected by any alterations that may be made in the numbers. "The strongest Revisionist element," it adds, "is undoubtedly to be found in the German cantons, yet Neuchatel, which voted against revision last May, has now, like Appenzell-Ausser-Rhoden, returned a compact body in favor of it. Berne, which with her population of more than half a million, returns the largest number of representatives, is known to have sent twenty-four members in favor of revision; and it is probable that the remaining two will be found on the same side. Zurich follows with fourteen members, thirteen of whom are Revisionists. Saint Gall has nine of that party, and only one on the opposite side. On the other hand Vaud has sent a solid phalanx of ten anti-Revisionists as her representatives in the National Council. Lucerne inclines in the same direction, having sent seven members, only two of which are Revisionists. Tessin has six; four against revision and two for it." From the returns already received it seems certain, remarks the London *Daily News*, that there will now be an increased majority in the National Council in favor of the revision of the Constitution.

The *Illustrated London News* states that the will, with one codicil, of the late Mr. Charles Lever, who died at Trieste, on the 1st of June, was proved at the principal registry on the 15th ult., by Mr. John George Adair and Mr. Philip Rose, the executors. The personal property is sworn under £4,000. The will is dated July 1, 1865, and the codicil May 14, 1870. The testator recites that his youngest daughter, Sydney, is amply provided for by her marriage settlement; and that his daughter Kate, the wife of Bowes Watson, will ultimately, under the provisions of the settlement executed on her marriage, come into the possession of an adequate income, and he therefore gives the whole of his property, including his policies in the Globe and Guardian Insurance Offices, to his executors upon trust, in the first place to pay his debts, funeral and testamentary expenses, then to set apart £1,000, and to pay the interest to his daughter Kate until she shall, under her marriage settlement, come into the income of the property therein settled upon her, after which event the £1,000 is to fall into his residuary estate. The annual income of his residuary estate is directed by testator to be paid to his unmarried daughter, Julia, for her life, and at her decease the capital is to go to such persons and in such manner as she shall by her last will and testament direct.

The Paris correspondent of the London *Daily News* says: "It is unfortunate for Gen. de Cissey, at a moment when so many circumstances concur to show that the organization and discipline of the army is not what it ought to be, that a frightful military murder should have been committed in the Versailles barracks within earshot of M. Thiers. Yesterday morning, at about 10 o'clock, Drum-Major Briandet, of the First Engineers, was shot dead by Drummer Pennetier, of the same regiment, and the murderer immediately afterward committed suicide. The man, an old soldier, who appears to have borne a good character until he entered the band, about a year and a half ago, had been frequently sentenced by the Drum-Major to punishment drill for irregularities. For some time he was under the impression that the band-master had a prejudice against him, and had endeavored to return to his duty as a private. Being refused, his irritation increased, and yesterday, after his drill, he loaded his Chassepot with a cartridge which he had contrived to secrete, and went into the Drum-Major's room in the Petites Ecuries barracks. There he found him at breakfast with his wife, a daughter of fourteen, and a little girl. The Drum-Major, seeing the musket, which he knew the man had no business to carry at that time, guessed his object, and caught hold of the muzzle with the view to avert it from his person, but it was too late. The assassin drew the trigger, the ball went through the victim's face, and came out at the back of his head, and he fell dead in the midst of his distracted family. Pennetier then reloaded his gun, frightened away, under the threat of blowing his brains out, a soldier who had come to see what was the matter when he heard the report of the fire-arm, and then, going into the bedroom, put the muzzle well under his chin, pulled the trigger, and killed himself instantaneously. Pennetier thus saved a court-martial the trouble of sitting upon him; but there ought to be a rigid inquiry as to how he got possession of the cartridges, none of which formed part of his own kit."

THE PRESS ON GREELEY.

INSULTS TO THE AMERICAN PEOPLE.

From the Columbus (Ohio) State Journal.

It is entirely in character with the cowardly meanness of the *Tribune* in this matter, that the *Tribune* should insult its Republican leaders with the sneaking half-apology that it "had ceased to be a party organ before the present canvass. Mr. Greeley's nomination was a complete surprise to him, and, having been fairly made, the *Tribune* of course supported him." If the *Tribune* wants to apologize to Republicans for supporting Greeley, why does it not do it in a manly way, and not insult human nature by such low-flung cowardice? Are the *Weekly* renewals of next January worth such abasement as that? To go further in its apology is to find even worse than this.

SOLD FOR A PRICE.

From the Chicago Inter-Ocean.

Horace Greeley goes back to the control of the New-York *Tribune*; but the former conditions of that sheet, and his own relations with the public are essentially changed. The great mass of his quondam political and journalistic friends he has deserted. He would doubtless be glad to return to where he was four years ago, but that cannot be. He may lament his course, profess amity for the Republican Party, and all that, but he has created a chasm across which there can be no hearty hand-shaking. He has betrayed his party for vain hopes of a high office, and, in all probability, for the sake of his chances for that office alone. However profuse his professions may be, or how earnest his contrition, he can never again command the confidence of any great party. He has cut loose from his old friends, and his new have but received him with an exceptional welcome. His one great error has undone him. Former errors could have been charitably passed over. He labors henceforth, in his old age, in a strange and unfamiliar element, and the fault is his alone. It has been said that every man has his price. We have too much faith in humanity to accept the maxim; but it has been shown that Greeley has his price, and it has also been shown that what might have been an untarnished reputation has been drabbled and soiled by the demon of ambition.

ONE WISH SURE TO BE GRATIFIED.

From the Syracuse Journal.

"At last," says Mr. Greeley, "we shall be let alone to mind our own affairs and manage our own newspaper without being called aside every hour to help lazy people whom we don't know, and to spend our strength in efforts that only benefit people who don't deserve assistance." There is not the least doubt that Mr. Greeley will be "let alone," and that severely. The Democrats have had quite enough of him, and the "Libs" cannot be put down as a first-class failure. "Our own affairs" ought to have been minded instead of "our" going hunting for the Presidency. But then, there are none so blind as those who will not see. It is even more laudable to "help lazy people" than to sell out one's principles for office.

HIS "JUDICIAL IMPARTIALITY!"

From the Lockport Journal.

The intelligent reading portion of the people will be slow to trust to Mr. Greeley's "judicial impartiality." The character for unfairness and for intrigue which he has manifested in the past, and especially during the past year, will tend to undermine public confidence in his sincerity. People will suspect that he will do as he has done heretofore, seek subscribers and support under false pretenses, and under professions of impartiality only to betray, for the advancement of selfish designs.

THE OLD-TIME INFLUENCE GONE FOREVER.

From the Syracuse Journal.

Mr. Greeley "resumes." But he is bankrupt in political influence and in those political friends who represent the best politics of the country. The confidence with which the masses once favored the *Tribune* has been irremediably lost, and although a discreet management of the news columns and of the business department of that journal may restore its financial prosperity, which is now seriously impaired, yet the old-time influence of the New-York *Tribune*, which was squandered to gratify Mr. Greeley's insane ambition to secure for himself the Presidency, never can be regained for it by him for whom the sacrifice of that influence was made.

ENTIRE WANT OF CONFIDENCE.

From the Rochester Express.

The public will be very cautious about trusting a paper and its editor which have deceived them as the *Tribune* has during the past year. It is now plain that thousands of voters all over the country read that paper throughout the canvass—all its bitter denunciations of the President and his associate candidates, all its slanders and insinuations, all its charges and abuse, and then went and voted for Grant against Greeley. The explanation of this entire want of influence on the part of the "organ" is found not only in the impregnable position of the Administration and its party, but largely in the fraud which was practiced in securing subscriptions for a partisan journal which was already in the early stages of treason toward that party.

NEITHER TO BE FEARED OR FOLLOWED.

From the Poughkeepsie Eagle.

Contrary to the general expectation Horace Greeley has resumed his pen, and again announces himself as the responsible editor of the *Tribune*. He will doubtless make it a much more respectable paper than his substitute, Whitelaw Reid, did during the campaign, for Greeley is a man of great ability, and peculiarly fitted for the position, while Whitelaw Reid was destitute of even the rudimentary ideas needful for conducting a first-class newspaper. But the prestige of the *Tribune* is gone forever. Once having betrayed its party it can never regain its old position as leader, and there is nothing left for it but to eat humble pie and be content to take a subordinate position, or drift away into the imbecile ranks of the organs of inanity that nickname themselves "independent." Its course will excite curiosity, perhaps interest, but it can never be either a power to be feared or a guide to be followed.

THE PENALTY OF ITS FOLLIES AND CRIMES.

From the Harrisburg (Penn.) State Journal.

Under ordinary circumstances a journal as great as the New-York *Tribune* has been heretofore—say anterior to a period of six years ago—would have survived the follies and the downright criminalities of which it has been guilty since then. But it is not within the logic of business to expect that journal to continue its existence under the circumstances by which it has surrounded itself. It resorted to every species of falsehood and defamation to destroy the Republican Party, and the effort has cost its own life. It villified our best men and misrepresented our most practical measures, decrying the good results thereof, and seeking by every species of subterfuge to counteract the true effects of Republican rule. The entire course of the *Tribune* has been to bring discredit upon the Government, in order to make Horace Greeley President. The same amount of falsehood was never printed by the combined organs of any party to accomplish a like result, as appeared in the *Tribune* the last six months, to put Mr. Greeley into the Presidential chair. Every interest was misrepresented, and belied to do this, and yet it failed ingloriously. What will be the effect of all this on the *Tribune*? How will it suffer? Can it survive its own follies and crimes?

PENNSYLVANIA.

Complete Official Vote of the State—Grant's Majority 137,728.

We publish below, from the Harrisburg *Telegraph*, the official vote of Pennsylvania for President compared with the vote for Governor in October:

Counties.	—Governor.— Hartranft.	Buckalew.	—President.— Grant.	Greeley.
Adams	2765	3138	2735	2586
Allegheny	25771	16490	25846	9055
Armstrong	4434	3469	4297	2078
Beaver	3685	2582	3517	1798
Bedford	2973	2977	2901	2165
Berks	7998	13947	7741	10201
Blair	4268	3244	4251	2183
Bradford	7443	4431	7482	3563
Bucks	7278	7688	6913	6446
Butler	3985	3440	4045	2534
Cambria	2823	3530	2841	2547
Cameron	572	531	554	340
Carbon	2444	2533	2452	1946
Centre	3292	3712	3142	2695
Chester	9336	6510	9249	3863
Clarion	2727	3583	2558	2304
Clearfield	1995	3433	1970	2329
Clinton	2018	2632	2003	1758
Columbia	2110	3826	2009	3001
Crawford	7032	6463	6938	4887
Cumberland	4176	4614	3895	3557
Dauphin	7450	5113	6954	3331
Delaware	4337	2638	4231	1166
Elk	628	1193	679	753
Erie	7467	5271	7502	3787
Fayette	3954	4621	3881	2683
Franklin	4505	4183	4301	3146
Fulton	797	1125	737	808
Forest	418	340	380	155
Greene	1795	3450	1852	2829
Huntingdon	3249	2690	3099	1505
Indiana	4472	2146	4386	1266
Jefferson	2407	2247	2253	1156
Juniata	1352	1739	1306	1265
Lancaster	13774	9064	14288	5717
Lawrence	3428	1786	3429	945
Lebanon	4285	2524	4171	2076
Lehigh	5355	6895	5312	5622
Luzerne	12341	14433	12966	10904
Lycoming	4639	4056	4423	3837
McKean	1025	950	1040	618
Mercer	5573	4598	5517	3411
Mifflin	1786	1765	1685	1127
Monroe	658	2839	787	2305
Montgomery	8444	8463	8080	5113
Montour	1378	1623	1384	1353
Northampton	4880	8121	4841	6155
Northumberland	4314	4363	4271	3356
Perry	2752	2414	2563	1744
Philadelphia	69278	48341	68792	23407
Pike	246	1134	339	797
Potter	1466	1042	1463	554
Schuylkill	8990	9377	8657	6983
Snyder	1906	1372	1803	915
Somerset	3430	1802	3499	1383
Sullivan	431	744	440	571
Susquehanna	4333	3403	4538	2967
Tioga	5504	2376	5730	1777
Union	2069	1374	1997	916
Venango	5071	4415	4780	2986
Warren	3176	2333	3090	1538
Washington	5294	4992	5134	3223
Wayne	2119	3030	2463	2152
Westmoreland	5581	6475	5412	4719
Wyoming	1561	1791	1552	1399
York	6400	8388	6299	6753
Total	353387 317760	317760	349689 211961	211961
Majority	35627		137728	

Hon. William T. Otto.

From the Louisville Commercial.

Of the many able men Indiana has furnished to the public service during the past ten years, none has discharged high official duties with greater fidelity, or by his genius and learning reflected more honor upon his State, than Hon. Wm. T. Otto. Appointed Assistant Secretary of the Interior at the beginning of Mr. Lincoln's first term, he continued in that position under five successive Secretaries—Smith, Usher, Harlan, Browning, and Cox—enjoying the unlimited confidence of each of them, and performing, almost exclusively, the important functions of the office. At no time in the history of the Department have the questions presented to it for determination been more intricate, or affected interests of larger magnitude, than during the period of Judge Otto's connection with it; and never have great legal questions been examined and discussed with profounder research, or more exhaustive ability. The legal opinions and decisions of the Department—largely the work of the Assistant Secretary—remain an honorable and lasting memorial of his breadth of intellect and extensive and accurate professional attainments. Shortly after the appointment of the present Secretary of the Interior, Judge Otto resigned his position, and has ever since been engaged as a member of the Spanish Commission, in ascertaining and adjusting the Spanish claims. As a jurist, Judge Otto has no superior and but few equals in the ranks of the American Bar. Richly endowed with intellectual gifts of the choicest nature, and thoroughly versed in the learning of his profession, on every theatre where his talents have been displayed he has acquitted himself with signal ability, and has commanded the respect and elicited the admiration of those most competent to estimate professional merit, and upon whose discriminating suffrage the highest distinction in the profession depends.

Correspondence Between Messrs. Cox and Tremain.

The Albany *Evening Journal* publishes the following correspondence between the rival candidates for Congressman at large in the recent election:

NEW-YORK, Nov. 9, 1872.

MY DEAR SIR: I received an Albany *Journal* with your jubilee speech. You were so kind and courteous as to speak of me in a way that touched my heart. I am sure it does honor to your character and impulses. During the campaign—aside from a little playfulness now and then—I let no word escape me about you that you would not consider fair play or fair fight; and this is my gratification, that, amid the grossness of the campaign incidental to all our elections, you and I come out of it without the blemishes which so often blur victory and humiliate defeat.

I am almost sorry that I cannot be your colleague in the next Congress, but I shall cheerfully retire to the "still air of delightful studies" in my library, and to matters which I think are more congenial than politics, and I much mistake you if you do not attend the sittings of the Supreme Court at Washington more than the sessions of Congress. With kind regard, &c.,

S. S. COX.

HON. LYMAN TREMAIN.

MR. TREMAIN'S REPLY.

ALBANY, Nov. 11, 1872.

DEAR SIR: Accept my thanks for the friendly sentiments expressed in your valued favor of the 9th inst., which, I assure you, are heartily reciprocated on my part. When I went to Hart's studio in Florence, to view your excellent bust, with our mutual friend and your warm admirer, Capt. Boyd, little did I dream that we should ever be opposing candidates for the office of member of Congress. But, as Mr. Lincoln truly observed, we are controlled by events and circumstances.

The recent canvass, earnest and exciting as it has been, has left no rankling wounds in my breast, and no other than the kindest personal feelings toward a gentleman so universally esteemed for his genial qualities, as my distinguished opponent. Rejoicing in the conviction that our political antagonism has in no manner disturbed our personal relations, I have the honor to be, Yours very truly,

LYMAN TREMAIN.

HON. S. S. COX.

The Result in Vermont—Greeley Carries Only the Two Smallest Towns in the State.

From the Montpelier Journal, Nov. 12.

We have returns from every town in the State except Somerset, giving Grant 41,474; Greeley, 10,942, and O'Conor 593. Grant's plurality over Greeley is 30,532, and his majority over Greeley and O'Conor is 29,939. Somerset will add a few votes to Grant's majority. It is a remarkable fact that out of the 242 towns in the State, Grant has a majority in 239, and Greeley in only two! The two Greeley towns are the smallest towns in the State—Glastenbury and Brunswick. One is in the south-west corner, and the other in the north-east corner. Another remarkable fact is, that these two towns have long been intensely Democratic; so much so that they were anti-Republican in October, 1861, the period of the hottest indignation of the State against the rebellion. Mr. Greeley is welcome to his laurels in Vermont.

Three Counties of Pennsylvania.

From the Pittsburg Gazette, Nov. 11.

The official majority for Gen. Grant in the three banner counties of the State, Philadelphia, Allegheny, and Lancaster, figures up the magnificent total of 70,808! But even this is hardly so astonishing as 1,198 for Grant in Democratic Fayette, or 693 in Westmoreland, the "star of the West," as it used to be called.

Attempted Democratic Frauds in Virginia.

From the Richmond State Journal, Nov. 11.

We have reliable information that there is a systematic effort upon the part of the Democratic managers in the State to secure, through the party return judges in the strong Republican counties, such a fraudulent showing of the vote recently cast, as will, if possible, thwart the will of the people. For instance: In Brunswick County, the judges at a strong Republican precinct state the returns as follows: "For Grant and Wilson electors, — votes;" "For Greeley and Brown electors, — votes." The return commissioners then throw out the vote of the precinct. In Prince Edward, the judges at a precinct, in making up the return, certify the vote right, giving the vote cast for electors by name and Congressman by name, but neglect to have the blank date of election, "5th November, 1872." It is thrown out. All through the Republican counties these frauds are being perpetrated. In Halifax the majority has been changed from 895 to 571, throwing out 324.

In some other precincts we hear that returns are thrown out because the judges put their certificate signatures upon the wrong line of the return sheets.

Of course all this will result in the Electoral College in correcting the false showing, and the vote will be counted as actually cast, and Congress will seat Mr. Thomas or any other member counted out by such means. But this fact will remain, that the party of boasted chivalry will stand convicted before the world of the most disgraceful effort ever attempted in politics to cheat a winning party out of its well-earned laurels. But fortunately the United States statutes provide ample punishment for such arch conspirators. A party, however, that will indorse and profit by broken ballot-box outrages in this city, and reward the ruffians, will stoop to anything. But all good men will rejoice that the investigation into this cheating will be before a very different tribunal.

CRIME IN THE EAST.

Murderous Affray Between Mussulmans.

A correspondent of the *Pioneer*, of India, writing from Srinugger on the 21st of September, gives an account of a serious disturbance among the Mussulmans in that district:

The Mussulmans, (he says,) who form about nine-tenths of the population of the Cashmere Valley, are divided into the two great sects of Soonies and Sheeas. The Soonies are firm believers in Omar, and deadly enemies of their co-religionists, the Sheeas, to whom they give the opprobrious name of Rafizi, or heretics; the Soonies are about nine to one of the Sheeas. The Sheeas are firm believers in Ali and his house. They believe that he was superior even to Mohammed himself; they form a mere handful of the population in Cashmere. Their whole number throughout the valley is said not to exceed 10,000. The Sheeas in Srinugger form about 1,000 houses, or about 6,000 souls, including men, women, and children. The Sheea men form the most active, industrious, and well-to-do portion of the Mussulmans. The finest papier mâché workers and shawl-makers are Sheeas. Perhaps the wealthiest man in Cashmere is Mirza Muhammad Ali, who is a Sheea. Well, there is a deadly hatred existing between these two great divisions of the Mohammedans, which sometimes manifests itself, as on the present occasion, in open warfare and a defiance of all law. Near the Hurree Purbut Hill in Srinugger, on which stands the fort commanding the city, is a musjid belonging to the Soonies, and called after a Mussulman worthy of the name of Madeen Sahib. Some time ago the Sheeas bought a small piece of ground opposite to this musjid, where they began to build a rough place of worship for themselves. The Soonies, as was natural, strongly objected to this arrangement, and begged the Sheeas to desist, which, however, the latter refused to do. And the place was built, but in a very rude fashion. Last Sunday, the 15th instant, was the anniversary of Madeen Sahib's death, and there was great crowding of the Soonies to his musjid. The Soonies being numerous and strong, and enraged at the obtrusive and pertinacious opposition of the Sheeas, as exemplified in their place of worship, set upon it, and soon made it a heap of ruins. The Sheeas then mustered themselves in large numbers, and a regular fight ensued on Sunday night, which raged on till Monday morning, when the Sheeas were completely beaten off the field. Then began the work of plunder, devastation, and murder. The Soonies entered the defenseless houses of the Sheeas, and having plundered them, set them on fire. As the houses of Srinugger are built chiefly of wood, the work of destruction was of easy accomplishment. The houses of the Sheeas in the city were soon smoldering heaps of ruins. The destruction of their homes and property, which was basely carried off by the Soonies, was not the heaviest calamity that befell the Sheeas on Monday morning last. Their women were dishonored, and their children butchered before their very eyes. It was not till 9 o'clock on Monday morning that any effort was made by the local authorities here to put a stop to the tragedy. At that hour the Wuzeer, or chief native official of Cashmere, in the absence of Maharajah Rhumbeer Singh, appeared on the scene, accompanied with a large body of troops, who are said to have made a very feeble and abortive effort to quell the disturbance. At any rate, throughout the whole of Monday, the 16th inst., the work of destruction went on, and flames and smoke might have been seen ascending from Zudabal, Hassanabad, Babapoor, Drogajun, Gupakar, Sonawar, Pandrettun, and other places. The authorities seemed altogether powerless. A very small band of resolute troops, well led, would have sufficed to quell the tumult; but they were not to be had, and the flames spread from village to village around Srinugger. The Sheeas fled in every direction, some seeking safety on the adjacent mountains, while others remained in the city in secret lurking-places. Many of the women and children of the Sheeas found an asylum in the houses of the Hindoo portion of the community. The Hindoos in Cashmere are called Pundits, and number but between 3,000 and 4,000 houses in the whole valley. They are in great trepidation lest the Soonies should set on them next for their kind hospitality to the houseless families of the Sheeas. Monday night was spent sleeplessly by the inhabitants of Srinugger; Tuesday saw the Maharajah's sepoys busy at their work of apprehension and plunder. The leading Soonies were seized and imprisoned, besides hundreds—or thousands it is said—of small fry. Tuesday night came and the tumult was still unquelled, for the Sheeas mustered themselves together and retaliated on their enemies by burning several houses in Srinugger and several villages inhabited by the Soonies. All portions of the native community in Srinugger passed Tuesday night sleeplessly. Wednesday dawned on the doomed city, and now troops patrolled its streets or bazaars, and numberless Soonies and Sheeas were dragged off to prison. The apprehensions appear to have been made in the most indiscriminate fashion. It is said that large numbers of prisoners were deported on Wednesday to the Fort of Ooree. Nearly the whole city was deserted; shops were closed, and the bazaars were lifeless. There was much stir at the Shere Gurree, where the local Government holds its sittings; boats might have been seen crowded with sepoys and prisoners arriving every now and then. Well-to-do Soonies were busy on Wednesday placing their more valuable property in places of safety, as a report was spread that the sepoys were to be let loose upon the people that afternoon. On Thursday, the greater part of the City of Srinugger was deserted. Business is still asleep. It would be difficult to estimate the loss in property sustained by the Sheeas. The amount must be considerable.

The Disaster to the Steamer Katie.

From the Cincinnati Gazette, Nov. 11.

Capt. John Kyle received a telegram Saturday, to the effect that the T. F. Eckert had turned back from Point Pleasant, Mo., to endeavor to raise the Katie. The Katie has broken in two, directly forward of the boiler, and her bow has let down in ten feet of water, while amidships her lower guards are above water. She lies on top of the old Lucy Holcomb's wreck, and passing steamers can run either side. She first struck very lightly near the bow, which hung while her stern swung slowly around, when the flange or shaft of the old wreck raked her athwart-ships, tearing several holes across the bottom, beneath her cylinder timbers. The leaks were afterward stopped, but the fore and aft chain parted, letting the bow down and threatening to part the steam-pipes, rendering it necessary to cool down and stop the siphons, thus dispelling all hopes of saving the vessel.

The ladies on the Katie did not know that the accident occurred until daylight Friday morning, when they were told to get ready to go ashore, and that arrangements had been made for their reception at the hotel in Helena by Capt. John Cannon. The passengers then, at daylight, were transferred to the shore by the steamer Webster, after which the freight and all of the stock on board were safely transferred to the shore, and then the work of getting the cotton out of the hold was commenced, in order that the leak might be stopped; but before accomplishing much Capt. Cannon saw that the boat would break in two, and ordered the fires put out, so in case she broke in two and the steam-pipe broke, there would be no loss of life, as there would have been had not this precaution been taken. At 10 o'clock the boat had settled down so low that she broke, her bow and stern dropping down and being covered with water to the depth of six feet, and resting on the bottom. The cabin is badly broken, but all of the furniture, doors, bedding, and ware of all kinds have been taken out safely, and the machinery loosened, so that it can be easily removed by the bell-boat. The Katie's passengers went down from Helena on the Capital City, and were to take a boat there for New-Orleans.

The Katie was just off the docks at New-Orleans, and was making her first trip in the New-Orleans and Memphis trade. She was built by Barmore, of Jeffersonville, Ind., in March, 1871, for Capt. J. M. White, at a cost of $160,000, and was 284 feet in length, 48 feet in width, and 8½ feet hold; 9 boilers, 2 flues 32 feet long, 40 inches diameter; 2 cylinders, ten-foot stroke, 88 inches diameter; 2 water-wheels, 39 feet diameter, 17 feet length of bucket. Carrying capacity, 1,300 tons. Measurement tonnage, 1,013. The Katie was built to excel in speed the Natchez and R. E. Lee, and whether she would ever have proved a success in this respect may never be determined. As a money-making boat she was a failure, having lost a great deal of money. She is owned peculiarly, viz.: By John W. Cannon, for account of whom it may concern—her previous owners, her creditors, and all others interested. Howe & Carroll, of St. Louis, had her insured last year, but declined taking any risks on her subsequently. When the Katie was completed her bar privilege was sold to a firm in New-Orleans, composed of two men, for the life-time of the boat, for $27,000 cash, just what her hull cost. We are informed that the wreck of the Lucy Holcomb, which caused the sinking of the elegant Katie, is imbedded on a bar just opposite Helena. The Holcomb was a Louisville and New-Orleans packet, and sank in 1859.

The Discharge of Navy-Yard Workmen.

The order from Washington under which a number of the Navy-yard employes will be discharged, is simply an order in general terms to reduce the expenses of the yard, and does not specifically direct the discharge of the men. In order to reduce the expenses, however, it will be necessary to discharge workmen from those departments that now employ a redundancy of hands. The order has been modified so as to delay its going into operation until the last of the month.

THE NEW-YORK TIMES.

A Few Specimen Extracts from the Kindly Utterances of Our Contemporaries—Their Appreciation of Its Course During the Recent Campaign.

From the Newburg Journal, Nov. 9.

During the campaign which has just closed, the NEW-YORK TIMES has done a work which has won for it the hearty approbation of Press and people. The editorial department has been bold and vigorous, and has made the fight with great discretion. The thoroughness with which the news columns of the paper collected, compiled, and presented the varying facts and incidents occurring in the political world has never been equaled by any newspaper.

From the Troy Times.

Great credit is fairly given to the NEW-YORK TIMES for the service which it has done during the canvass. We can heartily join in these most earnest words of applause. But that is not enough for us. We applaud the TIMES for the campaign which it is still fighting against Rings and rascally politicians. That paper has the conviction that "eternal vigilance is the price of liberty." If a great contest is won, another is needful to maintain what has been gained. The defense of the right must be aggressive to be effective and decisive. Too many of our papers evince the inclination to parley or to act on the defensive. It is a mistake to talk about impersonal journalism as the best kind. What do remorseless knaves care about philippics against knavery? They scorn that kind of paper warfare. But when you imitate the prophet and say to the individual, "Thou art the man," he winces. It is required to do this. The TIMES has done it bravely and nobly. It shows this courage, needful to do it, upon proper occasions, in the Republican Party as well as outside of it. It has become an immensely effective power for this reason. It wields that power in the interests of the people and in the cause of civic purity, of honest administration and economy. It has not laid by its weapons nor drawn in its pickets. We honor its pluck and applaud its aims.

From the Washington New National Era.

But of all the influences which contributed to the glorious triumph in New-York, and the utter overthrow of the power of Tammany, none contributed so much, none deserves so much honor, as the NEW-YORK DAILY TIMES. Unawed by power, uninfluenced by gain, the TIMES has waged a relentless war upon the Tammany Ring, and all who contributed to its success, however high, or rich, or powerful; whether pretended Republicans, non-partisan merchants, "independent" Democrats, or professional men. It has spared no one, whatever his position or party affiliations, or religious creed, who seemed to stand in the way of a thorough reform of the City Government. To the Republican Party of the nation, as well as to the whole people of New-York, the TIMES has rendered a service that cannot be overestimated, and that entitles it to their practical recognition and gratitude.

From the Rochester Express.

We agree with our Trojan contemporary in its estimate of the services of the NEW-YORK TIMES, both in the late campaign and in its previous bold, persistent and successful attack upon the New-York Ring. But for its ability, pluck and steadfastness in the latter case, the later triumphs of the Republican Party would scarcely have been possible. Tweed had the State in his clutches, and was reaching at the throat of the nation. Two years more of secrecy to cover his gigantic, systematic scheme of robbery, would have sufficed for the completion of his purpose. No other power than that of the Press could have so successfully grappled with the powerful Ring, and it required men conscious of this power and determined to wield it for the welfare and safety of the people, to make this force effective. The TIMES evinced high courage, tenacity, and perseverence; and it fought the battle almost single-handed, so far as the New-York Press was concerned. Its contemporaries—and this is certainly true of the *Tribune*—would have been glad to see it fall and trampled by the Ring. We recognize the necessity that the TIMES maintain its position as a first-rate newspaper, and show its ability to meet the demands of the people in that respect, in order to have insured to it the continued regard of a grateful constituency. And we see evidences that its conductors fully appreciate this necessity, and are fulfilling all requirements. The people are magnanimous, and readily forgive the erring; but it is simple weakness, of which we believe intelligent Americans to be incapable, to restore at once to favor and to their former positions those who have endeavored to mislead them, and have simply failed to do what they intended.

From the Tiffin (Ohio) Tribune, Oct. 31.

At the close of this year Horace Greeley will be begging Republicans to take his paper, as he did at the close of the memorable year that he bailed Jeff. Davis. Horace has got too far out of the traces this year to seduce the people into taking his paper. The NEW-YORK TIMES will be taken by those wanting a paper from New-York City.

From the Boston Commercial Advertiser.

The proprietors of the NEW-YORK DAILY TIMES, in consequence of the increase of their business, have taken the extensive room immediately adjoining their counting-room in the TIMES building. This room, it will be remembered, runs from street to street, and has been occupied for some years past as a restaurant. It has been altered and added to the present counting-room of the TIMES, the whole being elegantly fitted up, and forming one of the handsomest and most convenient newspaper offices in New-York City. The circulation of both the DAILY and WEEKLY NEW-YORK TIMES has more than doubled the past year, the latter now circulating about 125,000 a week.

From the South Bend (Ind.) Register.

The NEW-YORK WEEKLY TIMES has the enormous circulation of 116,080 copies, and is sent to every State in the Union. Its pages contain selected editorials from the DAILY TIMES; general news, domestic and foreign; the proceedings of Congress and the State Legislatures; full and interesting correspondence; book reviews; the choicest literary selections; while its most prominent feature is a complete Agricultural Department, with original articles from practical farmers; full report of American Institute Farmers' Club; complete weekly market reports; financial, domestic produce, live stock, dry-goods and general. The TIMES has no superior as a family newspaper, and is in every respect a journal worthy of the highest commendation. In its devotion to Republican principles and an intelligent support of the party, its services have been pre-eminent. And it occupies today the proud distinction of being the most widely-read and influential Republican journal published.

Communication to the Montrose (Penn.) Republican, Nov. 4.

THE NEW-YORK TIMES FOR 1873.—This is a larger paper than the weekly *Tribune*, and for aught I see is quite as good a farmers' paper. There are many who are disgusted with the *Tribune's* treachery, but want a good substitute. In clubs of thirty, to one post-office and one address, the TIMES is sent for a year at $1 (one dollar) each. On election day, and at every post-office, one or more clubs should be got up. Try it one year. The *Tribune*, says H. G., can get along without the vote of Pennsylvania—and so can we get along without the *Tribune*.

EXPERIENCE.

From the Boston Transcript.

In the conduct of the canvass to secure the choice of the Republican nominations, where so many have done so well, it were almost invidious to select single instances of efficiency. But—conceding that in the hurry and excitement the caricaturing was not occasionally in the best taste—it is no more than fair to say that the sharp and significant pencil of Nast and the vivid, candid, and cogent pen of Mr. George William Curtis, in *Harper's Weekly*, have been of convincing service throughout the land; speaking to the reason and the quickly-reading eyes of hundreds of thousands of voters and those who could persuade voters. Then it is not too early to gratefully recognize the magnitude of the good work of the NEW-YORK TIMES, a Metropolitan journal that has in its persistent courage and unwearied ability been an organ indeed, but a popular organ, giving vigorous expression to the popular mind and the popular will.

From the Lowell (Mass.) Courier.

In our own judgment the journal which has stood head and shoulders above every other in this country in the sagacity of its predictions and the fullness of its news is the NEW-YORK TIMES. Scarcely any prophecy of its editors has failed to be more than confirmed; and though it has been severe in its exposure of tricks, and has not refrained from personal warfare, it has, so far as we can remember, sustained most of its points, and had no occasion to get down on its knees, as the *Tribune* has so frequently been obliged to, by its reckless disregard of truth and decency. In every respect it has proved immeasurably superior to its New-York contemporary, which has become conspicuous for its dirty mode of warfare, its glaring misstatements of fact, its wild predictions, and its foolish acrimony.

From the Washington Republican, Nov. 6.

The NEW-YORK TIMES of yesterday was a superb paper in every way. Its news columns were filled with dispatches, while its editorial page was all that could be desired. Every Republican who desires a New-York Republican journal should read it.

From the Nashua (N. H.) Telegraph.

Out of our own State the NEW-YORK TIMES, *Harper's Weekly*, and the Boston *Journal* deserve special recognition for the aid they gave us. As a campaign paper the TIMES more than made good the service formerly rendered us by the *Tribune*, and we trust that the Republicans of New Hampshire will show their generous appreciation of its services by becoming its permanent patrons.

GENERAL TELEGRAMS.

A Cunarder Off Halifax with a Broken Shaft.

Heavy Snow-Fall in Western New-York and Ohio.

Apprehended Loss of a Steamer in the German Ocean.

Carlists Extracting Tribute from Diligence Proprietors.

King Amadeus Pardons a Polish-American Filibuster.

ACCIDENT TO A CUNARDER.

The Malta, From Boston, Off Halifax With a Broken Shaft.

Special Dispatch to the New-York Times.

BOSTON, Nov. 15.—A Halifax, Nova Scotia, special to the *Advertiser* to-night reports that the Cunard steamer Malta, from this city, for Liverpool, broke her shaft on Wednesday, and is now off that harbor. A tug was to be sent to her. She will likely have to remain there until a new shaft is sent out to her from either Liverpool or New-York.

SNOW AND COLD.

First Fall of Snow in this State this Season—Four Inches at Buffalo—Trains Blocked in the West.

BUFFALO, N. Y., Nov. 15.—The first snow-storm of the season set in here last night, and the snow is four inches deep on the level. Trains on the Lake Shore and Michigan Southern Railway are blocked at Irving Station, and all the trains are behind time.

The Western Union Telegraph operator at Angola, in this county, reports twenty inches of snow there, and that it is still snowing. A train on the Lake Shore Railroad, due here at 4 o'clock this A. M., did not arrive until 2 o'clock this P. M.

WATERTOWN, N. Y., Nov. 15.—The first snow of this season fell last night to a depth of two inches.

CHEYENNE, W. T., Nov. 15.—The weather here this morning is very cold.

GERMANY.

Illness of the Crown Prince—Apprehended Loss of a Steamer During the Recent Gale.

BERLIN, Nov. 15.—The Crown Prince Frederick William is indisposed, and has, in consequence, been compelled to postpone his journey to Switzerland.

A dispatch from Pillau says the steam-ship Anglo-Dane, which left Copenhagen on Monday last for Pillau, is believed to have foundered in the Baltic during the heavy gale of Wednesday, with all on board.

SPAIN.

Activity of the Carlists—The Junta Trying to Raise Money Enough for a Catalonian Insurrection—Illness of the King.

MADRID, Nov. 15.—It is said that the Central Junta of the Carlist organization is to meet today to discuss means to procure funds to support an insurrection in Catalonia.

An armed body of Carlists, 200 in number, under command of one Baranco, stopped, on Wednesday night, two diligences, en route from the French City of Perpignan to Gerona, in Spain. The leader of the Carlists insisted that the owners of the diligences shall henceforth pay him a round sum for the privilege of the road, upon penalty, in case of refusal, of the seizure of their horses.

The telegraph wires have been cut by the Carlists between Barcelona and Gerona.

An engagement is reported to have occurred in the Department of Gerona, but no particulars have been received.

The physicians in attendance upon King Amadeus have issued a bulletin stating that His Majesty is suffering from articular rheumatism.

Pardon of an Ex-Union Officer Who Took Part in Ryan's Filibustering Expedition.

WASHINGTON, D. C., Nov. 15.—Dispatches recently received from Gen. Sickles, the Minister of the United States at Madrid, report the pardon by the King of Spain of Julius Kryzweszynski, sometimes written Kryke, who was undergoing a sentence of ten years' imprisonment in Cuba for his participation in the Ryan expedition from Colon to Punta Rosa in the early part of the year 1871. Kryke, who is a Pole by birth, rendered distinguished service as an officer in the volunteer army of the United States in the war of the rebellion, and was naturalized as a citizen of the United States. For his participation in the expedition against Cuba, he was at first sentenced to death. The sentence, on the intercession of Mr. Fitz, was commuted to ten years' imprisonment, and this act of clemency has now been completed by a full pardon accorded by the King.

FRANCE.

Arrival of Communist Prisoners at New-Caledonia.

PARIS, Nov. 15.—The Government has received information from New-Caledonia of the safe arrival of the transports Guerriere and Garonne, which carried out the first companies of Communists sentenced to imprisonment in that penal colony.

The Assembly, at today's session, adopted by a vote of 475 to 142, the bill for the reform of the French jury system.

AUSTRIA.

A Difficulty in the Tyrolese Diet—The Members Refuse to Perform Their Duties—Prince Alfred, of England, Visiting the Ex-King of Hanover.

VIENNA, Nov. 15.—A dispatch from Innspruck says the sessions of the Tyrolese Diet have been closed by the Governor in consequence of the refusal of the members to fulfill their duties.

LONDON, Nov. 15.—Prince Alfred has arrived at Gmunden, Austria, whither he went to visit his relatives, the ex-King of Hanover and family, who reside there.

FIRES.

Saw and Steel Works in Philadelphia Partially Burned—Furniture-Store in Lawrence, Kansas, Destroyed—Other Fires.

PHILADELPHIA, Penn., Nov. 15.—A fire in H. Disston's saw and steel works, Laurel-street, today, was caused by the explosion of an oil-can. Three buildings were destroyed, valued, with the contents, at $150,000, and insured for $156,000. Four other buildings belonging to the works were saved by the firemen. The buildings covered nearly all of the square bounded by Front, Haydock, Carroll, and Laurel streets, and gave employment to 1,000 workmen. The business of Disston amounted to $2,000,000 per annum, and the present disaster will cause merely a temporary inconvenience.

On the three buildings destroyed, and the stock contained therein, there was an insurance of $157,200. The entire property was insured for $273,000, divided among Philadelphia, New-York, New-England, and foreign companies, about forty in all. The loss, which will be about one-third of the total insurance, will be assessed upon the companies pro rata. Among other companies the Liverpool and London and Globe has $15,000; the Citizens, of New-York, $10,000; Pennsylvania Fire, $10,000; Queen, of London, $17,500; North British, $12,500; Imperial, $25,000. About $40,000 is in suspended companies. The People's, United States, Bay State, International, and National, of Boston, are among the list.

LAWRENCE, Kansas, Nov. 15.—The large furniture-store of Bailey & Smith, on Massachusetts-street, was burned last night. The loss is about $30,000; insurance $7,000.

ST. LOUIS, Nov. 15.—A fire at Missouri Valley Junction, in Iowa, yesterday morning, destroyed the grocery of Harris & Sons, the hardware store Harris & McGowan, the dry-goods store of W.C. Eiler, and three or four small shops. The loss is $35,000; no insurance.

CHARLESTON, W. Va., Nov. 15.—The *Journal* building, with the printing material and book-store in the building, was destroyed by fire last night. The loss is from $7,000 to $10,000, fully covered by insurance.

CLEVELAND, Ohio, Nov. 15.—A fire at Sharon, Penn., destroyed Hofines, Gibson & Co's. new grist-mill. Loss, $20,000.

WASHINGTON NOTES.

The President and the Philadelphia Post-Office—Prof. Tyndall's Lectures—The Boston Banks—Personal Matters.

Special Dispatch to the New-York Times.

WASHINGTON, Nov. 15.—The President, today, gave another evidence of his determination to adhere to the policy of giving civil service reform a very thorough trial. The delegation of Pennsylvania politicians, whose presence and purpose was mentioned in these dispatches of last night, waited upon the President this morning at 11 o'clock, by appointment, and were presented by Secretary Robeson. Mayor Stokely stated the object of their visit to be for the purpose of ascertaining whether the President intended to apply the civil service rules to the case of the Philadelphia Post-office, and of presenting certain reasons why such application should not be made. After giving his reasons at some length, he said those present had all united upon the name of an honored merchant of the city, of whose fitness there was no doubt, and who would at the same time prove an earnest Republican when party interests were concerned. He referred to George Truman, Esq. The President's answer was very explicit. He said he knew of no reason why he should waive the regulations in this case, and he would promote to the position a person already in the office if there was one competent for it. If he was compelled to go outside for a proper person, he would appoint the gentleman recommended by those present. This will, it is understood, result in the appointment of Mr. Fairman, present cashier of the office, who, it is well known, is the second choice of the greater portion of those who presented the name of Mr. Truman.

PROF. TYNDALL'S LECTURES.

Prof. Tyndall is formally announced today for a course of six lectures in Washington, to begin on the 3d of December, coincident with the meeting of Congress. There is a great desire to see and hear him, especially among the higher professional classes and the cultured portion of society here.

THE BOSTON BANKS.

Hon. John Jay Knox, Controller of the Currency, returned here this morning from Boston, after having fully investigated the condition of the banks of that city after the fire. He reports that at the very outside the banks will not lose more than $2,000,000 as the result of the failure of their customers to meet their paper in consequence of the fire, while their entire line of discounts is upward of $85,000,000, and their surplus over $22,000,000. It is probable that this loss will be wholly charged up to account of surplus, which can be done under the National Banking law, leaving the capital entirely unimpaired.

PERSONAL.

Hon. J. C. Bancroft Davis, agent of the United States at Geneva, has returned to this city, and is the guest of Secretary Fish at present. Mr. Davis is in the enjoyment of excellent health. Hon. W. M. Evarts is also daily expected here. Gen. Joseph C. Jackson, Assistant United States District-Attorney of New-York, is spending a few days in the city in pleasant relaxation from the hard work of the late campaign.

DR. HOUARD.

The following letter from Dr. Houard indicates that he is better pleased with the action of the President in his behalf, than were the late opponents of the President's re-election.

PHILADELPHIA, Oct. 7, 1872.

Gen. U. S. Grant, President of the United States:

HONORED SIR: Impelled by a sense of duty and a warm sentiment of gratitude, I beg to convey to you my acknowledgments for the kindly interest that personally, and in your high official capacity, you gave to my sufferings during my late imprisonment in Cuba and Spain, and until my final release was accomplished. I can but feel prouder of my country that my claim to it for justice and protection was so nobly responded to by the action of its Government in my behalf. I beg to subscribe myself, very respectfully yours,

J. EMILIO HOUARD.

Dispatch to the Associated Press.

JAMES RIVER AND KANAWHA CANAL.

A delegation, composed of Judge Loughridge, member of Congress elect from Iowa; Senator Lewis, of Virginia, and Representatives-elect J. Ambler Smith and J. B. Sener, with other gentlemen, called upon the President today, in order to lay before him the subject of the completion of the James River and Kanawha Canal, for which Government aid is desired. The value of the proposed work in the interest of cheap and capacious transportation of the produce of the West to the sea-board, and in connection with the tender by the States of Virginia and West Virginia of their interests to the Government, and after a return of the expenditure of completion that it be made a highway free of all tolls, except those necessary to keep it in repair, was presented to the President, and will probably at an early day receive the attention of Congress. The President expressed himself sensible of the great importance of the work in its national aspects, and after an informal interchange of opinion the delegation withdrew much gratified with their interview.

THE SACS AND FOXES.

A delegation of the Sacs and Foxes, of Missouri, accompanied by Indian Agent Lightfoot and an interpreter, arrived here today. They come on to make final arrangements for selling their present reservation, of some 16,000 acres, located in Nebraska and Kansas, and removing thence to a new reservation in the Indian Territory, an act of Congress having authorized said purchase and removal, with their consent, which has been obtained.

CONGRATULATING THE PRESIDENT.

The Spanish Minister today, at the instance of his Government, made an official call on President Grant to congratulate him on his re-election. The President, accompanied by Secretary Fish, received him in the private parlor at the Executive mansion.

CLOSING UP OF BONDED TOBACCO WAREHOUSES.

The Commissioner of Internal Revenue has, with the approval of the Secretary of the Treasury, prepared instructions to be issued to the several Collectors in charge of bonded warehouses for the storage of manufactured tobacco and snuff for the sale, at public auction, for the benefit of the United States, of any tobacco or snuff remaining in said bonded warehouses on and after the 6th of December proximo, or remaining in warehouses for a period of not more than six months after the passage of the act of June 6, 1872, with a view of the immediate closing up of all such warehouses, according to the terms and provisions of said act of June 6.

THE YANTIC IN THE MEDITERRANEAN.

Commander Wilson, commanding the United States steamer Yantic, reports to the Navy Department that that vessel left Gibraltar Oct. 10, and arrived at Palermo, Sicily, on the 17th, under sail, making at one time twelve knots under sail, with the screw up, and down, 200 knots for the day. There was nothing of importance to note at Palermo. The Italian war vessels had all gone to Naples to take part in the review of the 25th of October. The Yantic expected to sail on the 25th of October to Port Said. All were well on board.

Catholic Children in the New-York House of Refuge—The State Commissioners.

ALBANY, N. Y., Nov. 15.—A delegation of Catholic gentlemen from New-York City, accompanied by Gen. McMahon and J. J. Marrin as counsel, appeared before the State Commissioners of Public Charities today relative to the religious welfare of Catholic children in the House of Refuge in New-York. Papers were presented asking that Catholic priests be allowed to attend the House of Refuge at stated times for the purpose of giving religious instruction to Catholic children. The Commissioners received the papers, and promised to give the question immediate attention, but stated that they had no power to change the existing rules of the institution.

Female Voters to be Arrested.

ROCHESTER, Nov. 15.—Warrants have been issued by United States Commissioner Storrs for the arrest of Susan B. Anthony and fourteen other females, who voted at the late election. The parties will probably be brought into Court next week.

An Epidemic Among Barn-yard Fowl.

POUGHKEEPSIE, Nov. 15.—Reports from different parts of Dutchess County show that the chickens are affected with a disease similar to the epizootic. At Rhinebeck thirty in one lot died on Tuesday, and twenty in another lot. In some instances the head swells to double the natural size.

Railway Litigation—The Kansas and Union Pacific Companies.

DENVER, Colorado, Nov. 14.—In the District Court today, a decision was rendered in the cases of the Kansas Pacific Railroad against the Union Pacific Railroad for $1,000,000 damages, and to restrain the Union Pacific from discriminating against the Kansas Pacific Road. The pleading of the Union Pacific Company, in the first case, that this Court had no jurisdiction without their voluntary appearance, was overruled by Judge Wells, but their pleading of impropriety in the summons in the second case was sustained, and the case dismissed.

THE FIRST OF THE ROBBERS.

Arrest of "Harvey" Young, the Noted Skin Gambler—How a Times Reporter was Swindled with His Own Consent.

So frequent and important have become, of late, the robberies perpetrated by the numerous keepers of "skin" gambling-games in the City, that the attention of the Police, and of the public Press, has frequently been called to aggravated cases of robbery, done under the guise of fair sportsmanship. The great difficulty in cases of this kind, hitherto, has been, that the persons victimized were usually merchants and strangers in the City, "roped" or inveigled into these dens of robbery by professional decoys, or "cappers," as the term is among the gambling fraternity. The TIMES of late has called the attention of the public to the numerous places of gambling on Broadway, which were in reality dens of thieves and ruffians. Yesterday evening one of the Police reporters of the TIMES, in company with two friends, entered the noted "skin" faro-bank of Peter H. Young, better known as "Harvey" Young, situated on the second floor of No. 681 Broadway, corner of Amity-street. The den is one of the most notorious in the City. Its "cappers" line Broadway, and hundreds of poor clerks and book-keepers have been driven into forgery and State Prison by the infernal ingenuity of its keeper. Harvey Young, its proprietor, and the attachés of the place, were, no later than Thursday night, arrested for swindling by means of their gambling game. On entering the place, a negro boy, with the suavity of the attendants in gambling-houses, waved the visitors a courteous welcome, and ushered them into the back room. In the rear room was the faro-table, Mr. Young presiding as dealer, while an old and dirty gambler named Henry Ford, kept the "cue-box" or marker for the game. As usual in such instances, the TIMES reporter and his companions, on beginning play, won rapidly and soon had a goodly stack of checks representing over $100, standing to their credit. But then the dealer's power as a manipulator of the "braced" or stocked cards, became apparent. The "pile" of the TIMES reporter rapidly lessened, and he, with his companions, proceeded to "cash in" or pass over to the dealer, for redemption, $38 worth of checks which remained to their credit. By this time Harvey Young had left the dealer's chair, and his place was filled by one Farrelly, a broken-nosed "steerer" and "skin gambler," who plays the confidence game on guests in the Grand Central Hotel. Farrelly played an old and despised trick among gamblers, and turning out "a five spot" to lose, claimed that the $38 worth of checks had been placed on that card, and, as usual in such robberies, took the checks in and put them in the drawer. The TIMES reporter remonstrated, but was assured of the justice of the affair by Mr. Farrelly, notwithstanding which assurance, he at once proceeded to the Fifteenth Precinct Station house, and informed Capt. Byrnes of the matter, who at once dispatched Detectives Henderson and Palmer to "Harvey" Young's place, and they succeeded in arresting Young and Ford. Young gave his address as No. 239 East One Hundred and Fifth-street, and Ford said he resided at No. 154 East Seventeenth-street, and was a butcher by occupation. Farrelly, however, had left the gambling-saloon, and was not arrested.

Capt. Byrnes, who, throughout the entire affair, evinced a disposition to aid justice, instructed his officers to search for him through the Precinct, and arrest him when found. Young and Ford were locked up in the Mercer-street Station, and will be arraigned at Jefferson Market Court this morning.

THE NEW CROTON RESERVOIR.

Inspection by Commissioner Van Nort—The Water to be Let In This Winter.

Commissioner Van Nort, accompanied by Engineer Tracy, yesterday inspected the new Croton reservoir, at Boyd's Corners, and found the work in such an advanced state toward completion as to justify the belief that the water (3,000,000,000 of gallons) can be admitted during the present Winter. The reservoir is constructed in a gorge running between two mountains, which form the northern and southern walls, the eastern end being formed by a wall of stone and concrete, 90 feet high, (30 feet being below the land line, and on a solid rock foundation,) and a quarter of a mile long, with a thickness of 60 feet at the base and 30 feet at the top. Inside this wall is a slanting wall of earth, surmounted by stone, 210 feet thick at the base and sloping off until it reaches the stone wall about thirty feet from the top. Beneath this stone and earthen wall are laid pipes four feet in diameter for the outlet of the water, a dry well with flood-gates being inside the wall, with an entrance far above the water-line; a second circular well with another flood-gate, being in the wall proper, and a third, similarly supplied, being outside the wall. All this is completed with the exception of placing and fixing the gates. The reservoir will cover a space two miles in length by a quarter of a mile in breadth, and will store a great quantity of water which now runs to waste over the dam, the present overflow being thirteen inches in volume. In order to keep the water pure a portion of the rock of the northern mountain has been cut away to form an aqueduct for the overflow, which will empty itself into one of the tributaries of the Croton River, and so work its way into the present water course. As the original river had its bed through the gorge formed by these two mountains, the reservoir cannot well avoid being filled from the water-course; and, when once filled, will always be kept so except in times of great drouth, when the water thus stored can form a supply for the use of the City in the event of the ordinary sources of the Croton River becoming dry, every rainy season replacing the water thus drawn off.

Street Openings.

To the Editor of the New-York Times:

The owners of real estate on this island are compelled to keep a strict watch over projected improvements, not only to protect themselves (if they can) from enormous assessments, but, in fact, to keep their property from being confiscated. Very numerous openings of streets are now in progress, as also innumerable pavings of streets and avenues with Belgian pavement, and the assessments, added to the ordinary taxes, amounting to many millions, create a burden upon real estate owners almost greater than they can bear.

In many cases where the lots are under mortgage the burden of interest, assessments, and taxes forms such a formidable incumbrance, that the owner is forced to sell. In some cases the sales are satisfactory, on account of the rage for owning lots producing fancy prices, but in most cases the owners come out greatly in arrears. The assessments for Riverside Park extend very far, and amount to millions of dollars; but in addition to that, I send you below a list of new operations, the reports of which are now in the office of the Superintendent of Public Works.

Eleventh-avenue—Commissioners, Bernard Smyth, James Morrogh, Emanuel B. Hart; surveyor, John A. Bagley. Madison-avenue, from One Hundred and Twenty-fourth-street to Harlem River—Commissioners, Charles Place, James W. Fowler, Gratz Nathan; surveyor, Edward Boyle. Sixty-eighth-street, from Fifth-avenue to East River—Commissioners, John Breslin, Timothy Campbell, James Moore; surveyor, J. A. Bagley; awards, $26; assessments, $37,000. Eighty-eighth-street, from Eighth-avenue to Hudson River—Commissioners, A. M. Soteldo, Jr., James S. Hennessy, Thomas W. Pitman; surveyor, J. A. Bagley; awards, $24; assessments large. Eighty-ninth-street, from Eighth-avenue to Hudson River—Commissioners, Joel A. Fithian, John Brown, Richard A. Crober; surveyor, J. A. Bagley; awards, $62; assessments, $9,195. Ninety-first-street, from Eighth-avenue to Hudson River—Commissioners, Andrew D. Partell, Charles Price, James Watson; surveyor, John A. Bagley; awards, $89; assessments, $10,000. Ninety-third-street, from Eighth-avenue to Hudson River—Commissioners, James Bagley, James Moore, Edmond Connolly; surveyor, J. A. Bagley; awards, $57; assessments, $8,267. Ninety-fifth-street, from Eighth-avenue to Hudson River—Commissioners, James Bagley, James Moore, Edmond Connolly; surveyor, J. A. Bagley; awards, $39; assessments, $8,700. Ninety-seventh and Ninety-eighth streets, from Eighth-avenue to Hudson River—Commissioners, John C. Donohue, Joseph H. Toone, Jacob F. Oakley; surveyor, J. A. Bagley; awards, $79; assessments large.

Many of these streets have been opened by grant from the heirs of Col. Hermann Thorn, from Eighth-avenue to Broadway, and are now to be opened again, which is unnecessary.

Some things strike me forcibly in reading the above, and among others, the fact that the Commissioners were appointed by the disgraced Ring Judges, that Bagley has a good job in making all these maps, provided he gets all the pay for himself, and lastly, that it is very singular the assessments are so very much larger in amount than the awards! Perhaps Mr. Richard O'Gorman can explain what becomes of the surplus.

AGRICOLA.

CONDITION OF BOSTON.

Improvements to be Made in the Burnt-Over Ground.

Another Glance at the Losses—Measures of Relief for the Poorer Sufferers—Indignation with the Committee for Accepting Outside Aid—Unsafe Safes.

Special Dispatch to the New York Times.

BOSTON, Nov. 15.—Today a large section of the fire district was opened to the public, and the work of clearing up the remaining guarded section will proceed with the greatest rapidity possible, the force of men and teams having been greatly increased in number.

IMPROVEMENTS.

It is now probable that the improvements will be very great. The Post-office will, without doubt, be enlarged, and new and broad avenues constructed around it, and, with other new buildings, an improved and extensive Merchants' Exchange will be erected. The feeling of Bostonians seems to be that everything at all practicable in the way of improvements shall be tried, and that the ruined section shall be built up with the least possible delay.

BUSINESS.

The feeling in business circles today is healthy. While it is probable that some large firms will be obliged to ask for extensions or discounts, there is every disposition to pay up and start fresh. I hear today of a firm who lost over $700,000, who are meeting their notes as they mature, and they believe that they will be in receipt of their insurance in time to continue to honor their obligations. The houses established in new quarters are full of business, getting in new stocks and filling orders, and the streets of the business section at all passable are thronged with heavily-laden teams, which almost incessantly block the way. It is declared as apparent that the direct and indirect losses of the city will not exceed $40,000,000 after the insurance is liquidated, and Boston takes courage, and asserts its ability to soon overcome this.

The latest and lowest estimate of insurance losses gives the total amount as $48,572,300, and divides this as follows: Massachusetts companies, $29,710,000; Connecticut, $2,952,800; New-York, $6,850,500; Maine, $400,000; Rhode Island, $920,000; California, $75,000; Illinois, $30,000; Missouri, $25,000; Minnesota, $50,000; New-Jersey, $17,500; Ohio, $205,000; Pennsylvania, $2,776,500; Wisconsin, $50,000; and foreign, $4,510,000.

WOOL.

As far as can be ascertained the wool dealers are fully covered by insurance. A great deal of wool is now en route for Boston, and the trade has already begun to brighten up. Quite a portion of Congress-street is filled with bales of wool extricated from the ruins. The outsides are, of course, burned black, but the inside is good. Lots of loose wool, partly burned and blackened, are also being pulled out of the *débris*.

THE POORER SUFFERERS.

At the meeting of the Citizens' Relief Committee, today, Hon. Alexander H. Rice, Chairman of the Subcommittee on Temporary Relief to the Destitute and Poorer Sufferers, made a report which showed, more than any previous statement, that the extent of the suffering among the working classes, and the need of large contributions, is wide-spread. The demand for furniture, bedding, and household necessities is very great, this report stated, and so also is the call for tools by carpenters, shoemakers, and workers in other trades; for money for rents, and for assistance by young, small merchants who have lost everything. Letters were received from the Governor of Iowa offering produce and asking what else was needed; from the Governor-General of Canada, placing a substantial sum at the Committee's disposal; from Mr. William Gray, the Chairman, offering to the city a free rent lease of his estate on George, Girard and Howard streets, Roxbury, containing 32,000 feet of land and a four-story mill, on certain conditions.

AN INVESTIGATION.

The Board of Aldermen, at a meeting today, ordered a practical and scientific investigation to be made at once, not only into the origin and spread, but of the management of the Fire Department, which has received such severe criticism.

LEGISLATIVE AID.

The owners of estates in the burned district met again to-night and passed resolutions indorsing in general terms the plans for the improvement of the district, and the proposition of the city to petition the Legislature for power to loan its credit for the rebuilding. A committee will go before the Legislature next week and advocate, with others, these measures.

FIRE DIRECTORY.

The corrected fire directory for publication in the morning papers contains the names of nearly, if not quite, a thousand firms burned out by the fire.

BOSTON PRIDE AROUSED.

There has been quite a breeze about town today over the decision of the Citizens' Relief Committee yesterday that Boston is in need of assistance from abroad, and will thankfully receive contributions of money and materials. The solid and substantial citizens denounce it as hasty and injudicious action, and declare that they feel their honor and manhood has been touched. One of the evening papers, commenting on it, says: "We could not find room to print the protests—many of them from heavy losers by the fire—against this action of the Committee, which has put our city in a false attitude before the country; one not in harmony with its character for home benevolence and financial integrity. The feeling of dissatisfaction amounts almost to indignation." Along with the newspaper reports of the Committee's action, numerous letters have gone out acknowledging, with heartfelt thankfulness offers of pecuniary gifts, but declining them on the ground that they are not needed, and that it is wrong to receive them. The fact is, the number of people made destitute by the fire is comparatively small and mostly working people, of whom the people of the city are abundantly able to take care, while the great majority of losers are merchants, large as well as small, whose pride alone would prevent them from taking a penny of contributed money from outside. The *Transcript* of to-night, whose loss is very great through the fire—new presses, fonts of type, a large quantity of paper, and, more than all, a new building just paid for, being utterly destroyed—fires a number of indignant shots at the Committee, and almost the entire Press comes down with vigor upon it. Probably the decision will be reconsidered, and if so, there will be large sums of money, contributed from a great variety of sources, to refund.

Contents of the Greater Part of the Safes Opened Destroyed.

BOSTON, Nov. 15.—There are but few new items to be gathered relating to the fire. The safe of Messrs. J. M. Beebe & Co., in Winthrop-square, was opened, but nothing remained of the contents except a few charred books and papers. Messrs. Horswell, Kinsley & French recovered from their safe a lot of silver-ware in a damaged condition, and portions of family jewelry partially melted. The safe contained a small portion of gold coin, which was melted. The property in the larger portion of the safes recovered was ruined.

Several steamers are still playing upon the ruins.

The site of Old Fort Hill is the scene of active building operations, half a dozen wooden structures being already finished and in process of erection.

Aggregate Losses of the Principal Real Estate Owners in Boston.

BOSTON, Nov. 15.—The heaviest losers in real estate are said to be the following persons: The Sears estate upward of $500,000; H. H. Hunnewell, for self and as trustee, over $380,000; Messrs. Faxon Brothers in the vicinity of $250,000, and the Simmons estate in the vicinity of $300,000. The valuation of the splendid block on Pearl-street, numbered from 89 to 95, owned by E. Brooks, was $305,000, but it cannot be replaced for any such money. Harvard College is a loser to the amount of about $150,000, and $150,000 will not make the loss of Mr. William B. Spooner good. Mr. William F. Weld's loss will reach upward of $150,000; Mr. James M. Beebe's, $175,000; Daniel Denny's heirs, $130,000; T. B. Lawrence's heirs, $120,000; Mary and Ann Wigglesworth, $90,000; Edward Wigglesworth, $175,000; E. B. Phillips, $225,000; Nathan Mathews, $95,000; Jacob Sleeper, $85,000; Luther Parks' heirs, $68,000; Charles O. Rogers' heirs, $80,000; Stephen Dow, $63,000; Axel Dearborn, $55,000; William Gray, $100,000; Liberty-square Warehouse Corporation, $95,000; Levi L. Tower, $60,000; Gardner Brewer, $75,000; Torrey estate, $60,000; L. M. Standish, $50,000; Edward Cruft's heirs, $80,000; James H. Beal, $40,000; Wright & Whitman, $80,000; Charles Merriam's heirs, $75,000; William Souler and L. Saltonstall, trustees, $115,000.

The Legislature Called Together to Meet Nov. 19—Proclamation by the Governor.

BOSTON, Nov. 15.—The following is the Governor's proclamation convening the General Court:

Whereas, It is provided by the Constitution of the Commonwealth that the Governor, with advice of Council, shall have full power and authority, during the recess of the General Court, to call it together sooner than the time to which it may be adjourned or prorogued, if the welfare of the Commonwealth shall require the same; and,

Whereas, I am officially advised by the unanimous action of its Municipal Government and a large committee of its most eminent citizens that the recent fire in Boston has, in their judgment, rendered certain measures of State legislation imperatively necessary;

Now, therefore, believing that the emergency contemplated by the Constitution has occurred, I do issue this, my proclamation to the members of the General Court, calling them to assemble, at the State-house in Boston, on Tuesday, the 19th day of November instant, at 12 o'clock, noon, to take such steps and act upon such matters as may be deemed expedient, in consequence of the great calamity which has suddenly fallen upon the chief city of our Commonwealth.

Given at the Council Chamber, in Boston, this 12th day of November, in the year 1872.

By His Excellency the Governor, with advice of Council.

WILLIAM B. WASHBURN.

OLIVER WARNER, Secretary of the Commonwealth.

How Bangor Insurance Companies are Affected.

BANGOR, Me., Nov. 15.—The Bangor Insurance Company will pay every dollar of its losses at Boston, without impairing its capital. The National Insurance Company has suspended.

Precautions Against Fire—St. Louis Takes the Alarm.

ST. LOUIS, Mo., Nov. 15.—The Board of Directors of the Merchants' Exchange, today, passed resolutions urging the City Council to increase the efficiency of the Fire Department by the purchase of more engines and other apparatus, and the erection of additional fire-plugs in the business part of the city. These measures are strongly seconded by the citizens generally.

Relief for the Boston Sufferers from this City.

The Committee appointed at a meeting held at the Chamber of Commerce recently, to take measures for the relief of the sufferers by the Boston conflagration, met yesterday, Wm. E. Dodge, Chairman. It was resolved that the Secretaries prepare subscription books for immediate circulation, for the purpose of forming a fund for the relief of the Boston sufferers. It was resolved that J. Pierpont Morgan be appointed Treasurer of the Committee. A formal appeal will be published on Monday to the citizens of New-York by the Relief Committee.

THE NEW SOREHEAD PARTY.

Result of a General Consultation at Columbus, Ohio, Yesterday.

COLUMBUS, Ohio, Nov. 15.—A special consultation meeting of Democrats and Liberal Republicans of Ohio was held today. The Liberals, about forty in number, met separately and adopted resolutions declaring in their opinion it was desirable that the consolidation of all elements favoring the leading principles enunciated by the Cincinnati platform should be effected, and that until such consolidation is effected the Liberal organization should be maintained; that the next Liberal State Convention should declare squarely in favor of a tariff for revenue only, and invite all persons, without regard to former political associations, to unite with them; recommending that after the next State Convention the name of Liberal Republican as a party name should be dropped, and that of "The Liberal Party" be adopted; asking all organizations which have thus far co-operated with the Liberal Republicans to abandon old party names with a view to perfect a union under the name of Liberals; that as a party they are opposed to all special legislation or special privileges, believing that the equal rights of all should be the guiding principle in all the ramifications of governmental affairs.

The Democratic and Liberal Republican State Central Committees, together with a large number of other representatives of the two organizations from various parts of the State, held a consultation meeting this afternoon, pursuant to a call issued on the 6th of this month. A committee had been appointed by the Democratic and Liberal Republican State Executive Committees to prepare an address to the Democrats and Liberals of Ohio, for consideration and adoption by this meeting. This Committee consisted of Senator Thurman, Gen. Thomas Ewing, Gen. Brinkerhoff, and John M. Dashler.

Senator Thurman, on behalf of the Committee, reported an address to the meeting. It was considered and unanimously adopted, as follows:

To the Democrats and Liberal Republicans of Ohio:

The Presidential election is over, and Gen. Grant is re-elected. It is not our purpose at this time to speak of the causes of this result. It is the future that demands your attention, and a recurrence to the past is useful only to ascertain the facts and lessons it teaches. A vast majority of the Democratic Party, perhaps ninety-five per cent., voted for Greeley. A large number of citizens here of the Republican organization also voted for him. The aggregate of their votes, as near as we can estimate, exceed three millions and a quarter. The nominal popular majority for Grant is something over half a million, on a vote of nearly or quite seven millions, a majority of about seven per cent. This is the result, as nearly as we are able, in the absence of official returns, to state it, but this vote does not represent with exactness the sentiment of the country. It is evident that a large body of electors staid away from the polls. Nearly every one of these men is an opponent of the Administration, and, if they had seen fit to cast their votes, Grant's popular majority would be very small, if, indeed, it would exist at all.

The prominent features of the election may be briefly stated. Ninety-five per cent. of the Democrats voted for Greeley. Of the remaining five per cent a comparatively small number voted for Grant. The greater part of them did not vote at all. Of the Liberal Republicans who joined this party of reform, a large majority stood fast, while others, despairing of success, went back to their old associations, or stayed at home. Now leaving out of view the venal men who, from corrupt motives, deserted their cause and voted for Grant, and cannot be relied on by any party that uses none but honorable means to further its success. It may be safely affirmed that the great body of the electors who stayed away from the polls are now, as they have been in times past, opposed to the dominant radical party. It is true that they did not, by their vote, manifest their opposition in the late election, and this fact is greatly to be regretted. But let us not rashly cast harsh censures upon them if they could not overcome their old feelings and prejudices so far as to vote for a life-long opponent. We may deplore the fact, but we should not be so unjust as to place them in the ranks of our enemies. We have an abiding faith that, with time and reflection, they will be found as heretofore, actively on our side. The Radical camp is no camp for them, nor is it part of wisdom to draw a party tomahawk upon the Democrats or Liberal Republicans who, from conscientious but mistaken motives, saw fit to vote for Grant. The circumstances were novel and peculiar, such as had never before been seen, and men of the best intentions were liable to err. Condemn as strongly as you will, base men who sold their votes, but be charitable to your old friends, who, under circumstances of difficulty and embarrassment differed from you in opinion. Instead of repelling, strive to win them back. Free, independent thought is of the very essence of Democracy and true Republicanism. It created the Democratic Party in the beginning. It has maintained it ever since. It gave rise to the Liberal Republican element of today, and to it we owe must look for accessions in the future. What is needed, then, is not crimination and recrimination, but the opposite. Three and a quarter millions of electors have protested by their votes against Radical misrule, under which the country has suffered, and which threatens to overthrow the very foundation of free government. The reasons for their protest are as potent today as they were when they cast their votes. By every consideration of consistency and just principle these men are bound to continue to act together. The necessity for reform is likely to increase instead of diminish. The advocates of centralization are likely to become more audacious than ever in their attacks upon local self-government. Exactions of combined wealth and the corrupt use of money in elections are likely to become established usages, if not speedily rebuked. It is no time, therefore, for any lover of free institutions, of purity in elections and government, and equal laws to relax his efforts. Nor is it intelligent or wise or manly to despair of success. No reform party ever gained the first battle. Consolidated abuses can only be overthrown by repeated assaults. Monopoly and corruption ever die hard, but in the end they do die, when a free and virtuous people will their destruction. We say, then, to every friend of reform, "Be of good cheer." Ohio is, we believe, the only State in which the Radical majority of 1868 has been reduced. A few more struggles and it will cease to exist.

(Signed,) JOHN G. THOMPSON,
Chairman Democratic State Central Committee.
(Signed.) R. BRINKERHOFF,
Chairman Liberal Republican State Central Committee.

The duty of calling a State Convention of the two organizations was remitted to two State Executive Committees.

Considerable talk was elicited by the reading of the resolutions adopted by the Liberal meeting, but most of the older Democrats present objected so strongly to giving up the Democratic Party and adopting in its stead of the Liberal Party, that no motion or resolution on the subject was brought before the meeting. The meeting did no other business.

THE WEATHER.

Synopsis and Probabilities.

WASHINGTON, Nov. 16—1 A. M.—In the North-west, north-westerly winds, with partly cloudy and clearing weather, but occasional light snow, extending to the Ohio Valley, and thence to the upper lakes; on the lower lakes and thence over the Middle States and New-England, westerly to southerly winds, partly cloudy but clearing weather; in the Gulf and South Atlantic States, north-westerly winds, high barometers and clearing weather.

PROBABILITIES.

In the North-west and on the upper lakes, and thence to the Ohio Valley, north-westerly to south-westerly winds and clearing cold weather will prevail; in the Gulf and South Atlantic States high pressure clear cold weather and westerly to northerly winds; on the lower lakes occasional light snow, clearing weather, and westerly winds; in New-England and the Middle States clearing and clear cool weather will prevail during the day.

Important Discovery by the Signal Office—An Atmospheric Wave From the Pacific Traced Eastward—Approach of Winter to be Indicated in Advance.

WASHINGTON, Nov. 15.—The researches of the Signal Office have just been rewarded by a beautiful and highly important meteorological discovery. On the coast of England, from time immemorial, the phenomenon of the great November atmospheric wave has been the speculation of scientists and seamen, but Sir John Herschel and others have supposed it was peculiar, and confined to England and Western Europe, which it reaches from the South Atlantic, and over which it rolls in long-continued undulations from October to January, constituting an important element in the phenomenal character of European Winters. On the 12th of November a similar atmospheric wave began to break over the shores of Oregon and British Columbia, as shown by the weather telegrams. By the evening of the 13th it had spread over nearly all the Pacific States and Territories, Utah and Nevada, and at midnight was pouring through the passes of the Rocky Mountains. On Thursday, the 14th, it descended upon Colorado, Nebraska, Kansas, and the Indian Territory. On Friday morning it extended in unbroken magnitude and magnificence from Oregon and Washington Territory eastward through the great trough or depression of the Rocky Mountain back-bone in Idaho and Montana, and stretched thence to the Lower Missouri and Lower Mississippi Valleys and over the western shores of the Mexican Gulf. This discovery will enable meteorologists to anticipate by many days the approach of Winter, as it advances from the Pacific coast eastward in the great current of westerly winds. It serves to clear up the old mystery of American Winter storms, showing that they originate in the Rocky Mountains, upon whose cold and loftiest summits in Nevada, Utah, Colorado, and Southern Wyoming, the vapor-laden air of this wave, coming from over the warm Pacific, is now seen to be condensed in the overwhelming snows of the forty-first parallel. In this vast aerial wave is, probably, like the English wave, continued in successive undulations for two or three months, it may assist in explaining the comparatively high temperature and light precipitation in Winter along Puget's Sound and eastward.

City Meteorological Report.

The following record will show the changes in the temperature yesterday, with the average for the same, as indicated by the thermometer at Dickinson's drug-store, No. 3 Park-row: 3 A. M., 46°; 6 A. M., 42°; 9 A. M., 37°; 12 M., 37°; 3 P. M., 40°; 6 P. M., 38°; 9 P. M., 38°; 12 P. M., 35°. Average temperature yesterday, 39⅛°.

THE HORSES.

Many Horses Dying in Watertown, N. Y., and the Surrounding Country—Physicians Unable to Visit their Patients—Embarrassment in the Coal Regions.

WATERTOWN, N. Y., Nov. 15.—The weather is cold and blustering, and unfavorable for the recovery of the sick horses, many having died already. The epizootic prevails extensively in the country, and in some instances physicians are unable to procure conveyances to visit sick people. All branches of business are seriously affected.

POTTSVILLE, Penn., Nov. 15.—The horse disease is becoming general throughout the coal regions. The shipment of coal by canal from Schuylkill Haven has been suspended. The mules are also affected by the disease, and several cases are reported wherein it has reached them while at work in the mines. There being no shipments of coal by canal, it is feared that several collieries will have to suspend work to-morrow. The street-cars have been withdrawn.

BUFFALO, N. Y., Nov. 15.—A large number of horses which have been worked too hard since their recovery from the epidemic, are suffering from a relapse, and numerous deaths from affection of the kidneys and dropsy are reported.

Serious Condition of Things in Cincinnati.

CINCINNATI, Ohio, Nov. 15.—At no time since the prevalence of the horse malady has the matter seemed so serious as today. The cold, blustering weather has made the loss of public conveyances more trying to the citizens, many of whom are now compelled to walk to their distant homes in the suburbs and remote parts of the city. Trade is seriously embarrassed by the almost entire inability to move anything, producing great dullness in many departments of trade, and rendering prices almost nominal. Freights are accumulating at the depots, while consignees are able to care for them only with the greatest difficulty. Large numbers of oxen are in use in all parts of the city, and man-power to wagons is used more largely. Since dark this evening scarcely a vehicle can be seen on the streets. On account of the interruption to street travel, the great Bethel fair, which was to open next week, has been postponed three weeks. Among the anxious ones concerning the situation are those in charge of the triennial National Baptist Sunday-school Convention to assemble here next week, they being entirely unable to provide vehicles for 600 delegates. Strangers will find a generous welcome, but will have to resort to the first principles in locomotion.

A Benefit to the Street-Car Conductors.

BALTIMORE, Nov. 15.—At a performance in Ford's Grand Opera-house to-night, for the benefit of the street-car conductors now out of employment on account of the horse disease, about 2,700 persons were present, and a handsome sum realized.

A Novel Device for Making Buildings Fire-Proof.

From the American Artisan.

Can a totally fire-proof building be made? To believe that this is impossible would be greatly to depreciate the mechanical and scientific resources of the age. Nothing can burn till heated to the temperature at which it combines with oxygen; the problem of fire-proofing will then be solved when we discover the means by which the temperature of combustibles can be kept from reaching the temperature of combustion. We can apply the most intense heat to steam-boilers without burning them. Why? Because each atom of water they contain is a swift vehicle to seize upon and carry away heat. Let us make up the partition of walls of buildings in a manner analogous to sectional steam-boilers, and no fire would be communicated from one building to another. A thing so evident should have attracted the attention of architects long before this. In this way, iron, which by itself is not a fire-proofing material, can, by the most economical use of water, be made to withstand the severest ordeal.

The iron-inclosed water-spaces need not be more than one inch in thickness, and need never be subjected to a hydraulic pressure of more than three or four feet head. These walls can, therefore, be made of thin metal. They can be supplied with water from the common water-service, or from tanks placed at the tops of buildings. In case of fire, the turning of a single cock would supply them with water, and the temperature of the partitions could never rise above 212° Fahrenheit till the water had all boiled away. In this way, not a tithe of the water now vainly used to extinguish such fires as those of Chicago and Boston would be needed to preserve a whole city.

We feel certain that no solid material known to the arts is capable of withstanding the heat generated in these great fires. We must find something that heat will not melt, or warp, or crack, and otherwise so impervious to air that fire cannot communicate with combustibles stored in buildings, or we must expend the force of the heat on something we can afford to waste economically. This something is water, and we think we have pointed out the way to use it.

Accident on the Memphis and Little Rock Railroad.

MEMPHIS, Nov. 15.—A serious accident is reported on the Memphis and Little Rock Railroad today, by which the engineer and several other persons were killed. The train was badly damaged. The accident occurred near Duvall's Bluff. No particulars have yet been received.

CHINA AND JAPAN.

The Plains near Tien-Tsin, China, Again Inundated.

Religious Toleration Contemplated by the Japan Authorities.

Famine Reported Among the Inhabitants of the Corea.

Police Magistrates' Courts Established in the City of Yeddo.

A Serious Rising Reported in the Province of Mato, Japan.

SAN FRANCISCO, Nov. 15.—The steam-ship Japan which arrived here last night, brought dates from Hong Kong to Oct. 12.

CHINA.

The Grand Duke Alexis held a levee at Hong Kong on the 16th of September, and started for Canton on the 26th of the same month.

A serious mutiny broke out on the 2d September, on board the Peninsular and Oriental Company's steamer Golconda, near Singapore, caused by jealousy between the Malay and Chinese members of the crew. No one was killed.

The well-known silk man Teng Yu is dead. His relatives claim indirect damages from foreign physicians for his death.

The boiler of the tug-boat Pathfinder exploded on the 21st September, and one fireman was killed.

A severe shock of earthquake was felt on the 21st September, at Shanghai.

The plains near Tientsin were again flooded with water on the 10th September. The water at that date was reported to be still rising.

A Baptist church has been built at Menz.

The Viceroy of Nankin is determined to punish persons engaged in kidnapping slaves on board Peruvian vessels.

Advices from the Philippine Islands state that the crop there has been destroyed by locusts.

JAPAN.

The dates from Yokohama are to the 23d of October.

The completion of the railroad from Yokohama to Yeddo was celebrated in grand style on the 14th of October. The railroad is the first one built in Japan. The Emperor presided over the ceremonies, and passed over the road in person.

The Department of Religion at Yeddo has issued a document looking toward the toleration of all beliefs.

A dreadful famine is reported among the people of the Corea.

Great quantities of copper are being sent from Yeddo to the Corea, in the nature of a peace-offering.

The authorities of Yeddo have stopped issuing passes to foreigners to go beyond the limits fixed by the treaty, the privilege having been abused by the carrying on of illicit trade.

Mr. Lowder, formerly British Consul at Yokohama, has been appointed Superintendent of Japanese Customs.

The rinderpest is making terrible ravages among the cattle in the rural districts.

The new telegraph line will be opened in state by the Emperor as soon as it is completed.

Japan has exported during the last three months to the United States $2,530,000 worth of goods.

The treasure of the steamer America, to the amount of $300,000, has been recovered; $77,000 yet remain to be recovered.

Four native priests have left for Europe, to study the various religions of that country.

The wreck of the steamer Oneida has been sold to the Japanese for $1,500.

Magistrates have been appointed in all the police districts of Yeddo, with a jurisdiction similar to that of the United States.

A serious rising is reported in the Province of Mato, and a number of police officers from Yeddo have been sent there to quell the disturbance, if possible, without the aid of troops.

The American Legation is quartered in a well-furnished temple within the boundaries of Sheba.

NORTH CAROLINA.

The General Assembly—The Members Gathering—Contested Election—The Speakership.

RALEIGH, N. C., Nov. 15.—The General Assembly of North Carolina will meet on Monday next. Members are arriving by every train, and a quorum will be present at the opening session.

Mr. Beasley, the defeated Republican candidate from Martin, is here to contest the seat in the House of J. Edwin Moore, (Democrat,) who was elected by four majority from that county. Several prominent gentlemen have been named for the Speakership of both Houses.

ARKANSAS.

Majority of the Republican Candidate for Governor.

LITTLE ROCK, Ark., Nov. 15.—The *Gazette* publishes returns, official and unofficial, from every county in the State. They give Baxter, (Rep.,) a majority of over 700 for Governor. The same paper expresses the opinion that D. J. Smith, the reform candidate for Lieutenant-Governor; J. R. Berry, reform candidate for Auditor, and W. J. Hynes, reform candidate for Congressman at Large, are also elected. It thinks that Gause (Democrat) has been elected to Congress in the First District, and Gunter (Democrat) in the Third District. It will require an official count to settle the matter as to Smith, Berry, Hynes, and Gause.

CALIFORNIA.

Fire Alarm Telegraph in San Francisco—Death of a State Senator—Miscellaneous.

SAN FRANCISCO, Cal., Nov. 15.—The Board of Fire Commissioners of Sacramento have contracted with the Electrical Construction Company, of this city, for a fire alarm telegraph, to be constructed immediately and put in use there.

Hon. Edward Tompkins, Senator from Alameda County, died yesterday.

One of Gov. Booth's secretaries, Mr. Crane, is examining the books and accounts of the Board of State Harbor Commissioners. The matter of fraud claims the attention of the Grand Jury.

It is reported that the steamer Mohongo has been sold to the Pacific Mail Steam-ship Company for $100,000.

Gov. Booth is opposed to the calling of an extra session of the Legislature to fix the blunder in the Civil Code relative to widows' rights, as it can be cured by judicial decision.

The examination of the parties arrested for aiding the forgers Bratherton to escape shows a bad condition of affairs on all sides. George O'Connor, who received a portion of the reward offered for the apprehension of the Brathertons, has fled from the city. The general opinion is that the whole affair was a put-up job, and that their friend could get the reward.

BY MAIL AND TELEGRAPH.

The Alabama Legislature meets next week.

The Alabama State Fair will open Monday, the 18th inst., at Montgomery.

Hon. Charles Sumner left Liverpool on Thursday, for New-York, in the steam-ship Baltic.

The widow of Theodore Chisholm, of Whitfield, Me., was burned to death by the explosion of a kerosene lamp last evening.

In a fight between the scholars of the Park-street and Clark-street Grammar Schools, Portland, Me., today, pistols were used, and one boy shot in the thigh.

The Commissioner of Patents has refused the application of Andrew P. Clemens, of Derby, Conn., for the extension of his patent for a braiding-machine.

Col. Bristow yesterday tendered his resignation as Solicitor-General, which was accepted, and the commission of Samuel M. Phillips, of North Carolina, will be made out today.

Arrangements are in progress at Quincy, Mass., to give a public welcome to Charles Francis Adams, who is expected home next Monday.

Lewis Cohen, employed in the Navy-yard at Boston, was terribly burned yesterday, and will probably lose his eyesight, by accidentally dropping a shovelful of hot metal into a bath of liquid metal, which spattered in his face.

NEW-YORK CITY NEWS.

THE INSURANCE FEVER.

A Review of the Condition of the Companies and the Losses Suffered by Each.

Insurance companies everywhere have, in view of their great losses by the Chicago and Boston fires, determined to increase their rates. The English companies in this City had a meeting yesterday, and it was resolved to advance their rates of insurance in what is denominated the dry-goods district, twenty-five cents on the hundred above the present standard.

The American companies, without concerted action, have followed suit, and are charging a larger tariff.

At a meeting of the Executive Committee of the Board of Underwriters yesterday, resolutions were passed, recommending companies—until the rate Committee report to the Board on Wednesday next—to charge an additional rate of fifty cents on all buildings used for mercantile purposes, having wooden-frame Mansard roofs, the same addition to apply to the contents of such buildings.

A quiet feeling pervaded insurance circles during the day, and there appeared to be a confidence that the list of suspended companies would not be augmented. The Market Company has had a receiver appointed, and, with this exception, there is nothing of more than ordinary interest to add.

Many errors have crept into the papers in regard to the losses incurred by the various companies, English, New-York, and of other States. It has, therefore, been thought desirable to give a final and as correct a statement of facts as possible.

The subjoined list gives the largest probable loss of the companies enumerated. It has been canvassed, and its accuracy, as compared with those previously published, is vouched for by the best-informed insurance men.

Much of the property burned has only been partially destroyed, and the salvage will reduce the loss.

The list is as follows:

NEW-YORK COMPANIES.

Adriatic	$7,500	Humboldt	susp'd.
Æ na	100,000	Imp'rs' & Traders'	32,000
Alps, Erie	34,000	International	susp'd.
Albany	10,000	Irving	100,000
American	75,000	Jefferson	10,000
American, Phila	400,000	Kings County	15,000
American Exch'ge.	10,000	Knickerbocker	none.
Arctic	100,000	Lafayette	5,000
Atlantic	25,500	Lamar	75,000
Brewers'	56,000	Lenox	16,000
Brewers'&Malsters'	50,000	Lorillard	100,000
Black River	65,000	Long Island	none.
City	125,000	Manhattan	55,000
Citizens'	250,000	Market	100,000
Clinton	60,000	Merchants'	116,500
Columbia	75,000	Mechanics'	5,000
Commerce, Albany	40,000	Mech's and Trad's.	25,000
Commercial	100,000	Mercantile	68,000
Continental	400,000	Meriden	30,000
Corn Exchange	140,000	Montauk	5,000
Empire City	10,000	National	140,000
Exchange	15,000	National, Hartford	200,000
Farragut	20,000	N. Y. Equitable	15,000
Firemen's	89,500	N. Y. and Yonkers	75,000
Firemen's Fund	5,000	Niagara	300,000
Farmers' Mutual,		Pacific	15,000
York, Penn	5,000	Phenix	450,000
Firemen's Trust	5,000	Relief	50,000
Gebhard	22,500	Republic	200,000
German, Erie	20,000	Resolute	10,000
Germania	450,000	Safeguard	15,000
German-American	109,000	Standard	330,000
Globe	15,000	Star	130,000
Glenn's Falls	50,000	St. Nicholas	15,000
Greenwich	20,000	Tradesmen's	250,000
Guardian	70,000	Union Mutual	35,000
Hanover	250,000	United States	5,000
Home	800,000	Washington	90,000
Hope	50,000	Westchester	100,000
Howard	none.	Williamsburg City	150,000
Total			$7,241,500

COMPANIES OF OTHER STATES HAVING AGENCIES IN NEW-YORK.

Ætna, Hartford, Conn	$1,560,000
Alps, Erie, Penn	34,000
Allemania, Cleveland, Ohio	5,000
American Central, St. Louis, Mo	15,000
American, Boston	400,000
American, Philadelphia	400,000
Atlantic, Providence, R. I.	140,000
Bay State, Worcester, Mass	susp'd
Citizens', New-Jersey	17,500
Connecticut, Hartford, Conn	105,000
Equitable, Providence, R. I.	susp'd
Fairfield, South Norwalk, Conn	45,000
Firemen's Fund, San Francisco, Cal	75,000
Firemen's Mutual, York, Penn	5,000
Franklin, Philadelphia	425,000
Girard, Philadelphia	50,000
Hartford, of Hartford, Conn	600,000
Home, Ohio	35,000
Insurance Co. of North America, Phila	900,000
Insurance Co. State of Pennsylvania	75,000
Lycoming, Penn	10,000
Merchants', Providence, R. I.	210,000
National, Hartford, Conn	200,000
National, Philadelphia	25,000
People's, Worcester, Mass	susp'd
Pennsylvania, Philadelphia	400,000
Phœnix, Hartford, Conn	450,000
Pennsylvania Underwriters'	15,000
Springfield, Mass	250,000
St. Paul Fund M. Ins., Minn	30,000
Sun, Cleveland, Ohio	60,000
State, Missouri	5,000
Trades, Chicago, Ill	30,000
Union, Bangor, Me	150,000
Total	$6,724,500

FOREIGN COMPANIES.

Commercial Union	$300,000
Imperial	750,000
London, Liverpool and Globe	1,639,500
London Assurance Corporation	100,000
Lancashire	140,000
North British Mercantile	600,000
Queen	510,000
Royal	1,250,000
Total	$5,289,000
Grand total	19,255,000

THE HORSE DROPSY.

Continued Mortality Among the Animals—Opinions of the Veterinary Surgeons.

The malady which succeeded the influenza among the horses has not become so general as at first anticipated, but the character of the disease is far more dangerous than that of its predecessor. The mortality among the horses in the car and livery stables is little below the average of three weeks since, and there appears to be little prospect of immediate improvement, although the proprietors and superintendents of the stables express the conviction that the worst has been seen. The disease is declared to be dropsy by the veterinary surgeons, who regard it as the natural sequence of the influenza in cases where horses have been neglected or overworked, or where the animal had not sufficient strength to throw off the effects of the epidemic. The appearance of dropsy is not prefaced by any symptoms, and is not observed until the hind legs begin to swell and the horse becomes unable to work; the swelling is generally confined to the limbs, but sometimes involves the body of the animal, in which case the chances of recovery are greatly diminished. Care is required more than medicine, the latter consisting of saltpetre, glauber salts, &c., which are also used as preventives. The superintendents of the stables estimate the number of deaths at one in five and the percentage of cases at fifteen. When attacked the animal must be immediately taken out of harness and sent down to hospital, as any hard work or exposure generally insures a fatal result.

The veterinary surgeon of the Second-avenue Railroad stables expressed the opinion that the disease was simply dropsy of a character similar to that which prevailed in this City two years ago. He believed that a great majority of the horses affected will recover, and the dropsy will not become sufficiently general to cause any considerable inconvenience to trade or travel. When questioned as to the probability of the dropsy developing into glanders or farcy, the doctor gave the opinion that with proper care and treatment such cases would be very rare. The present disease, he thinks, will disappear in two or three weeks.

Meanwhile the railroad companies are running on very nearly their full time, the horses lost or affected by disease having been replaced by importations from the country. During the present month the Third-avenue Company have purchased 130 new horses, and others are filling up in proportion. During the week a considerable number of horses suffering from well-defined glanders or farcy have been destroyed by Mr. Bergh's officers.

Complaint Against a Police Captain—The Complaint Dismissed.

Capt. Thomas J. Kennedy, of the Sixth Precinct Police, was arraigned before Commissioner Manierre yesterday, on complaint of Thomas P. Walsh, alias "Fatty Walsh," the former proprietor of a "keno" game on Broadway, and at present keeper of a liquor-store at No. 15 Chambers-street. Walsh complained that he had been arrested by order of Capt. Kennedy, and locked up all night, without a warrant. From the testimony taken before the Commissioner, it appeared that on the afternoon of the 2d inst., Lewis Baker, of Bill Poole notoriety, and several others of a similar character, were in Walsh's place, when a man named McEntee made some remark derogatory to the character of John C. Heenan, the ex-pugilist, and proprietor of a "faro bank" on Broadway. Baker assumed to be Heenan's champion, and a fight ensued. During the mêlée McEntee was assaulted by Walsh, who beat him terribly about the head and face, breaking his nose and otherwise disfiguring him. Walsh thereupon called in a policeman, and had McEntee taken out of the store. On being cared for at the station-house, McEntee made a charge of assault and battery against Walsh, and Capt. Kennedy, knowing the desperate character of the men who frequent the place, sent two patrolmen there to arrest Walsh. He was arrested and locked up at the station-house all night. He made a counter-charge against McEntee, and the latter was taken to Park Hospital, where an officer was detailed to guard him. Both the prisoners were taken to the Tombs the next morning, and having, in the meantime, arrived at a mutual understanding, the complaints were withdrawn and the prisoners were discharged. The testimony showed that Capt. Kennedy, who is one of the most careful and efficient officers in the Department, did not exceed his duty in any particular, and the complaint was therefore dismissed.

THE MISSOURI.

Official Investigation—Testimony of Patrick McGovern and Others.

The investigation into the cause of the loss by fire of the Atlantic Mail Company's steam-ship Missouri, on Oct. 23, while on a voyage from this port to Havana, was begun, yesterday morning, before Inspector Matthews, of the Local Board, and Inspector Leonard Brainard, of Albany. Mr. John Germain, agent of the Steam-ship Company, was present to watch the proceedings.

The first witness examined was Patrick McGovern, a waiter on the Missouri, who testified that while the Captain, Green, was endeavoring to lower the port after boat, after the bursting out of the flames, he, with others, was lowering the starboard after boat; when the Captain's boat had been lowered it was taken possession of by the men who were working at the starboard after boat, and who rushed across from the other boat for that purpose. Witness then went aft, and discovered a boat in the water at the stern of the vessel—the only boat that reached the shore; he got into it, and then saw another boat with nine men in it not far off; it was half filled with water, and the men called loudly for assistance; there were eleven men in witness' boat, and some of them did not want to go to the assistance of the others; Outerbridge, for one, did not want to go. Witness then continued: I asked him if he would not like to receive assistance if he were in the same position, he replied that as they were safe, there would be no use in risking their lives by going to the other people; William Jones and Samuel Cone, two sailors, offered to help; we succeeded in throwing a bucket to the people in danger; Mr. Trainor, the chief engineer, wanted us to take him into our boat, but some of the passengers forbid it; we stayed by the other boat for nearly an hour, and then stood off north. Capt. Culmer, one of the passengers, taking charge of our boat; we sighted Elbow Key Light about six P. M., of the 23d October; then we saw the schooner Spy, which bore down to us, and we got aboard; when the fire broke out it was blowing half a gale of wind, and there was a heavy sea on; the first alarm of fire came from the pantry; I saw no attempt to launch any other boats; when the engines were stopped, the ship rolled very heavily; the chances of launching a boat on the weather side of the Missouri were very poor, while on the lee side it could be done without much difficulty; the women and children might have been saved in the boat which the Captain lowered from the davits, but she was taken charge of before she touched the water by a portion of the crew of the ship; I don't know anything about the discipline of the ship; no orders about stationing men at fire-quarters were given, as far as I know; it was not possible for us to give any help to those on the burning ship after the painter was cut, as she had her sails set, and was making about four miles an hour; I helped the passengers in my rooms to put on their life-preservers when the fire was discovered.

Samuel Cone, a seaman on the Missouri, testified: We left New-York on the 18th of October; there was a strong wind, which increased steadily until the 22d; when the alarm of fire was given the hose was attached to the forward pump; between the first and second alarms I saw Capt. Green come out of his room and go aft; then the second mate attached hose to the donkey-pump on the upper deck; I was ordered to get the hose on to the after fire-pump on the main deck, from which a stream of water was thrown on the fire; we had pumped a short time, when the flames burst out on the starboard side of the house, covering at least fifteen feet of the deck; at that time Capt. Green gave orders to stop the engine, and I heard instructions given to launch the boats; I helped to haul away the boat that was on the after part of the upper deck, as it was in the way of our launching the other boats; I then went to assist in lowering the after boat on the port side of the upper deck; it was launched all right, and I never saw it again until it was in the water, attached to the ship by a rope, down which some men were going into the boat; a man in the boat then called out, "Cut the rope," and, when that was done, she drifted away from the ship; there were men lowering three boats at the same time; when the boat was drifting off, I jumped overboard, and found when I reached it that it was half filled with water; then I could see another boat nearly filled with water, and nine men in it; nobody came within our reach that we could assist in any way; at three o'clock we were picked up by the schooner Spy, of Nassau, which landed us at Hopetown, Elbow Key, and thence we were taken to Nassau, whence we came to New-York by the Morro Castle; the discipline of the crew was good, every man doing his duty when told; the officers did all they could to stop the fire, encourage the passengers, and get the boats launched; the crew had not been stationed at fire-quarters on that voyage, and the hose, until the fire broke out, had not been attached to the pumps; the hose used to be stretched at nights to wash the deck; I think everything was done, with the means we had on board, to extinguish the fire.

The investigation will be resumed today at 11 o'clock.

FINANCE AND PUBLIC WORKS.

Controller Green's Reply to Commissioner Van Nort's Letter of Request for Money.

The following letter was sent by the Controller, yesterday, to the Department of Public Works:

CITY OF NEW-YORK, DEPARTMENT OF FINANCE, Nov. 15, 1872.

To the Department of Public Works:

Your communication of yesterday I received in the evening.

You were well aware, before the statement to which you refer was made by Mr. Strahan in Court, that this Department has been delayed from auditing, adjusting, and settling several claims made against the City, by contractors and others, through your failure to file with me, as the law directs you should do, certificates of the work done and materials furnished.

Ever since the date of the statute, chapter 872 of the laws of 1872, this Department has, upon being satisfied as to the execution of the work and services rendered, audited, allowed, and paid, various employes and others, whose claims have been certified by your Department, and the only reason why most of these claims which are still due have not been paid is this failure to transmit the necessary certificates to this Department, even when you were specially requested to do so.

In these circumstances it became my duty to apply to the Court to compel the transmission of the certificates withheld, so that those who had claims against the City might be paid whatever sums, on investigation, should be found to be justly due to them. I am glad to learn by your communication that further delay will be obviated by the transmission to me of the required certificates, which I request shall be forwarded at once.

In this matter my action has no reference to the constitutionality, or otherwise, of the law under which you claim to act. That is a question, on account of the magnitude of the interests involved, which must, ere long, be judicially determined by the highest tribunal in the State. You are probably aware that it is a question which may affect the validity of millions of assessments, and cannot, therefore, be so easily disposed of as you seem to imagine.

My position is simply this: As Controller of the City, and head of the Finance Department, I have, by law, the control of all the fiscal concerns of the Corporation, and of appropriations made for carrying on the business of the City. I am charged with the duty of settling and adjusting all claims in favor of and against the Corporation, and of auditing, revising, and settling all accounts in which the Corporation is debtor and creditor.

There is no law in force in this State which requires me, as Controller, to deposit on your requisition to your credit in bank any sum or sums whatsoever for the purpose of enabling you to pay claims or accounts against the Corporation, without such accounts being revised, audited, and adjusted by this Department.

I am surprised that the law authorizes the execution of the works for which the particular claims referred to in your communication are alleged to have been incurred, and that the parties who have performed this work or furnished materials for the execution of the same, are creditors of the City. Their claims, therefore, so far as this has not been already done, will, upon receipt of the necessary certificates, be audited, adjusted, and settled by this Department as the law directs.

In thus acting as the fiscal officer of the Corporation, I do so without passing upon the question whether these works ought to be proceeded with under the direction of the Department of Parks or Department of Works, I shall, in every case, satisfy myself as to the actual execution of the work for which the claim is made, and being satisfied that the work charged for was authorized by law, the claim will be audited and paid.

ANDREW H. GREEN, Controller.

Turf Notes—A Challenge from Col. McDaniel's Stable.

Col. McDaniel, comfortably ensconced in his Winter quarters at Princeton, N. J., throws down the gauntlet, and says he will match his stable, "three races against any horse or horses in the world, to name at the post, two, three and four mile heats, for $10,000 or $20,000 each race, the races to be run over the Saratoga Course New-York, any time between the last of July and 1st of September, 1873." The challenge does not state the amount of forfeit, but no doubt some of our leading turfmen will be after the Colonel's money; but the majority will prefer to meet the Colonel in the regular purses without running the risk of paying forfeit, (if one is required.) In issuing this challenge Col. McDaniel's has the advantage over any other stable in the country, for it is generally conceded that his string of racers, taken together, is the most formidable ever gathered under one directory. By naming at the post, he would have at his disposal four tried and well-seasoned racers in Harry Bassett, Tubman, Abdel Kooree and Joe Daniels—and this is odds that no turfman with but one or two first-class horses will have the temerity to give.

The stakes of the Louisiana Jockey Club, to be run at the coming Fall meeting, have filled well, and the outlook for fine sport is all that can be desired. The sweepstakes, for two-year olds, $50 each, play or pay, with $800 added, one mile, has ten nominations, among them several high-bred ones, sons and daughters of Planet, Daniel Boone, Vandal, and War Dance. The sweepstakes for three-year olds, $50 each, pay or play, with $800 added, mile heats, has eight nominations, among them such well-known flyers as London, Belle Buckle, Fanny M., &c. The stake for two-year-old fillies, $50 each, play or pay, $700 added, dash of a mile, has Sunrise, Meta H., Sallie Watson, Sallie Keller, and Vandalia. The stakes for the Spring meeting of 1873, consisting of the Pickwick Stakes, for three-year olds, mile heats, the Louisiana Stakes for four-year olds, two-mile heats, and the Fortuna Stakes, for three-year-old fillies, one mile, have all closed with numerous entries, thus insuring good racing.

Trotting turfmen all over the country will regret to learn that the ex-queen of the trotting turf, Lady Thorne, has slipped her first foal.

Harry Bassett, Eastern Star, and another of Col. McDaniel's stable will Winter at Saratoga. Harry will be allowed to run in the snow, as he has a weak leg.

THE VIENNA EXPOSITION.

The Education Question Discussed—A Very Interesting Meeting at Washington—Address of Gen. Van Buren.

From an Occasional Correspondent.

WASHINGTON, D. C., Thursday, Nov. 14, 1872.

A very interesting meeting, or reunion, in response to invitations sent out by the Commissioner of Education, took place in the rooms of the Bureau of Education yesterday. The State and city school Superintendents, with other gentlemen specially interested in educational subjects, were present, the object being to consult together in respect to the best means of securing a thorough and creditable representation of our common-school system at the Universal Exposition in Vienna. Gen. Van Buren, the United States Commissioner, was present with his extensive diagrams, giving a manificent idea of the industrial palace.

The Bureau of Education has recently moved into new and commodious quarters. The criticism of Judge Hoar, made about two years ago, in respect to the accommodations provided for the Bureau, namely, that they were not fit for a "barber's shop," would not hold good now. And the nicely-furnished room in which the meeting was held was commodious enough to accommodate the guests seated, and also afforded standing room for the clerks who were permitted to be present while Gen. Van Buren gave his explanations of the diagrams. Representatives were present from Massachusetts, Maryland, Ohio, and other States, and a large number of letters were received from Superintendents unable to attend, expressing hearty sympathy in the movement and pledging concurrence in such measures as might be adopted.

It may be interesting to observe here, that one of those obscure little towns in New-Hampshire, which almost no one ever heard of, is the native place of three persons of note, now from widely different sections however, who were present. The National Commissioner of Education—who yet carries the old silver watch he earned in that village when teaching school at $9 per month, and "boarding round," at sixteen years of age; the State Commissioner of Schools for Ohio, and a lady, formerly, if not still, principal of one of your New-York schools, Miss Wadley, are among the notables present. This little town, Sutton by name, also claims the Senator elect of New-Hampshire, Mr. Wadley, nephew of the lady just mentioned.

The State Commissioner of Schools for Ohio was Chairman of the Conference. Gen. Eaton, United States Commissioner of Education, stated the object of the meeting to be a consultation in regard to the best means to take in order to secure a full representation of the educational interests of America at the Vienna Exposition. He spoke of the great interest manifested in the subject by those who had been invited but were not able to attend, as expressed in numerous letters received, some of which he read, and then proposed that the meeting listen to suggestions and explanations from Gen. Van Buren.

Gen. Van Buren expressed to the gentlemen present his very great obligations to the Commissioner of Education for calling them together, and to them for being present. The very fact of their presence, he said, proved that the question they came to consider was deemed of great importance. He had been greatly impressed with the importance of the representation of our educational ideas at Vienna, and this on account of the hope and belief that some good might result from such an exhibition to the rest of the world. This had been impressed upon his mind in such a way that he had no right to ignore it, if he would; he was satisfied it would be a great crime to education itself to neglect the opportunity.

He had a very large number of letters from Baron Schwartz on the subject, who was deeply interested in the whole educational work. Without an exception, every communication from him, upon whatever subject connected with the Exposition, always contained a clause on the educational subject, begging in the strongest terms not to omit a full representation of American education, whatever else might be omitted. Mr. Van Buren says the little exhibition made of educational matters at Paris, in 1867, so interested Europe that he is called upon by the people of Austria and Hungary, from all quarters, not to fail to have a thorough representation of our system. Baron Schwartz has particularly requested that there might be a model school-building large enough to exhibit our educational work in the school-room, showing the construction of the building, the improvements made in respect to ventilation, furniture, and all the apparatus employed in giving instruction. He stated that at the Paris Exposition, the only school-house exhibited was from the last of all countries from which one would have expected such a contribution—Spain. This fact alone should stir the people to ask of Congress pecuniary aid sufficient in amount to do credit to American schools. Mr. Van Buren thought an appropriation of $500,000 would cover all expenses of American representation at Vienna, but a small portion of which could be allotted to schools.

It is stated that a prominent book-seller of New-York is assisting Mr. Van Buren to prepare a set of specimens of all newspapers and periodicals published here, to be arranged under the head of States, in order to show simply the fact of the publication of this immense number of periodicals, which are among the most wonderful agents in educating the world. A catalogue of these newspapers is also to be prepared, with certain statistical information in regard to them, all this to form merely a picture, showing how rapidly and generally we are spreading intelligence in this country. All along the Northern Pacific and other railroads, newspapers are springing up with wonderful rapidity.

Mr. Spofford, the Librarian of Congress, in a neat speech of five minutes, offered important suggestions relative to the best means of representing libraries—threefold suggestions he calls them—so that, if possible, some representation may be secured. A full set of all printed catalogues and reports of all the libraries in the country, to be collected by means of circulars setting forth the importance of having them bound as well as possible, so as to make a handsome exhibition—this, he says, if made complete, or approximately so, will be as well as to transmit the libraries themselves, for it is the exception, and not the rule, to print catalogues of libraries in Europe, not one in ten of the great foreign libraries having a printed catalogue.

If all our town and city libraries, said he, send printed catalogues, we shall have over a thousand volumes of pretty large folios. He also suggested that a tabular statement of the statistics of all the libraries be there exhibited—not in a printed form, perhaps, but as based upon circulars already issued by the Bureau of Education.

Then, he believes, there should be engrossed a large tabular statement of the statistics of all the libraries, in general and in detail, on a sheet of considerable size, prepared with skill and taste, and perhaps with colors, at least in prominent letters and figures, so that it may be seen by all.

Dr. Toner, the well-known contributor to medical literature, spoke of the importance of the representation of the medical literature and medical organizations of the country.

The meeting resolved itself into committee, and it was arranged that the Bureau of Education should publish the proceedings of the meeting and the programme relating to education, requiring that State officers furnish school laws, sending the specimens to the Bureau of Education when they will be uniformly bound. Publishers of school text-books and manufacturers of school furniture and apparatus, are invited to send here their materials for transportation.

Gen. Van Buren agreed with Mr. Wickersham, State Superintendent of Pennsylvania, that this work should be done thoroughly or not at all. A valuable collection of material has been already obtained.

A general discussion took place as to the best method of accomplishing the purposes in view, and it was resolved that the report of the Commissioners of Education, as containing a general summary of the statistics of the United States and the reports of the State and City Superintendents, and the local reports, as far as they may be obtained, be procured, and prepared in uniform binding as far as possible.

Mr. Wilson suggested that publishers of school-books and manufacturers of school furniture be invited to furnish complete sets, and that school authorities of different cities be invited to present results of instruction in penmanship, drawing, &c. The meeting then adjourned.

NEW-JERSEY.

Official Returns of the Election—The Congressional Districts.

The official returns of the election in New-Jersey give Grant 14,557 and the Republican Congressmen 19,228 majority. The State Board of Canvassers will meet at Trenton on the 26th, to formally examine them and issue certificates to the elect. The majorities are as follows:

MAJORITIES FOR PRESIDENT.

	Grant.	Greeley.
Atlantic	381	....
Bergen	....	55
Burlington	1470	....
Camden	2876	....
Cape May	485	....
Cumberland	1437	....
Essex	4725	....
Gloucester	1213	....
Hudson	....	1447
Hunterdon	....	674
Mercer	478	....
Middlesex	1009	....
Monmouth	....	460
Morris	1386	....
Ocean	686	....
Passaic	1666	....
Salem	511	....
Somerset	485	....
Sussex	....	716
Union	213	....
Warren	....	1112
Total	19021	4464

Grant's majority, 14557.

MAJORITIES FOR CONGRESS.

	Rep.	Dem.
First District.		
Camden	2833	....
Cape May	496	....
Cumberland	1294	....
Gloucester	1227	....
Salem	511	....
Total	6361	
Second District.		
Atlantic	226	....
Burlington	1191	....
Mercer	288	....
Ocean	610	....
Total	2315	
Third District.		
Middlesex	790	....
Monmouth	....	36
Union	1422	....
Total	2212	36
Fourth District.		
Hunterdon	....	470
Somerset	428	....
Sussex	....	779
Warren	....	1471
Total	428	2720
Fifth District.		
Bergen	40	....
Passaic	1310	....
Morris	1386	....
Total	2736	
Sixth District.		
Essex	5763	
Seventh District.		
Hudson	1269	
Total Republican majorities		21,520
Democratic majority, (Fourth District)		2,292
Net Republican majority		19,228

Methodist Episcopal Missions—Appropriations Made by the Committee—Extension of the Foreign Work—Domestic Missions.

The General Committee for the appropriation of funds for the mission work of the M. E. Church, met yesterday, at the M. E. Building, No. 805 Broadway. Bishop Ames presided. On the report of Bishops, $2,500 was appropriated for the promotion of church interests among the Indians. The sum of $3,400 was appropriated to the New-York Swedish Missions, providing that if the Dean-street Swedish Church be transferred to the New-York East Conference, the sum of $1,000 should be transferred from the New-York Conference to that body. The appropriation to the German and Swiss Mission was increased to $30,000, and the following appropriations for foreign missions were also fixed: Denmark, $7,000; Norway, $8,269 60; Sweden, $19,264, and the Chinese Mission, through the California Conference, $7,000. During the afternoon, the subject of the domestic missions was taken up, and excited some discussion. The following appropriations were finally determined upon: Arkansas, $7,000; Alabama, $11,000; Baltimore, $8,000; California, $7,000; Central Illinois, $1,000; Central New-York, $1,200; Central Ohio, $2,000; Central Pennsylvania, $1,700; Cincinnati, $2,000; Colorado, $7,700; Delaware, $2,000; Des Moines, $1,500; Detroit, $3,000; East Maine, $3,000; Erie, $2,000; Florida, $6,500; Georgia, $11,000; Holston, $9,000; Illinois, $1,000; Indiana, $1,000; Iowa, $1,000; Kansas, $7,000; Kentucky, $8,000; Lexington, $2,000; Louisiana, $9,000; Maine, $2,500; Michigan, $3,000; Minnesota, $9,000; Mississippi, $10,000; Missouri, $6,000; Nebraska, $7,000; Nevada, $5,000; Newark, $2,200; New-England, $4,000; New-Hampshire, $2,500; New-Jersey, $2,200; New-York, $5,000; New-York, East, $5,000; North Carolina, $10,000; Northern New-York, $1,200; Northern Indiana, $1,000; Northern Ohio, $1,500; North-west Indiana, $1,500; North-west Iowa, including Dakota, the North Pacific Railroad and Pembina, $5,000.

The hour of adjournment having arrived the remainder of the appropriations were laid over until today.

Sequel to the Last Panormo Sensation—Suit Against a Police Captain.

Francis Cassiday, one of the parties arrested under orders from Capt. Ferry, of the Third Police Precinct, of Brooklyn, on suspicion of having been implicated in the murder of Mr. Panormo, has commenced proceedings against Capt. Ferry to recover damages laid at $10,000 for false imprisonment. Cassiday was arrested, together with several others, on the strength of a statement made by a thief named Higgins, while the latter was in prison. Higgins is one of the so-called "Silver Gang," and his story pretended to unfold the mystery of the Panormo murder. Cassiday, after having been locked up for a considerable length of time, was mysteriously released by Capt. Ferry, without any complaint having been made against him, and about the same time the fabric of the sensation, based on the pretended revelations of Higgins, dissolved in smoke.

Civil Service Appointments—Future Examinations to be Held.

The successful candidate in the competitive Civil Service examination held in the Sub-Treasury recently for an $1,800 clerkship was Hugh Middleton, and his name has been sent on to Washington by the Examining Board for approval. There will be another examination for promotion in the Sub-Treasury next week or the week after.

There are six or seven vacancies existing in the New-York Custom-house Department, which will be competed for next week. The Board of Examiners have not yet been notified by Collector Arthur, but they will probably be today. The letters of applicants are now being received and placed on file. Of these there are a very large number. Among the vacancies are several to be filled by promotion. The Naval Office will also hold a competitive examination in a short time, to fill existing vacancies.

The Tax on Goods Imported in French Vessels.

Many merchants in New-York have been much embarrassed by the proclamation of the President levying a discriminating duty of ten per cent. on goods imported in French vessels from foreign ports, other than those of France. Importers purchased such goods before the proclamation was issued, and shipped them on French vessels without anticipating that any measure of the kind was contemplated. Now that their goods have arrived, owners find themselves in a dilemma. One sugar firm has suffered severely, and there are several more or less interested. A petition is spoken of, asking that some allowance be made in such cases.

The Woodhull and Claflin Libel.

Justice Fowler, having gone over the voluminous testimony taken during the examination of Col. Blood, for publishing a libelous article on Mr. Luther C. Challis in *Woodhull & Claflin's Weekly*, announced his decision at Jefferson Market Civil Court yesterday. The Justice fully committed Col. Blood for trial in default of $5,000 bail.

Damages Received from a Dress-Maker for a Spoiled Dress.

From the San Francisco Bulletin, Nov. 8.

Justice Verdenal, yesterday, gave judgment for one Sarah Green against Marks Bechtel and wife. Mrs. Bechtel, who is a professional dress-maker, received from the plaintiff twenty-three yards of black silk, costing $40, which she made into a dress, being paid $15 for the work. When the dress was delivered it was not tried on, Mrs. Bechtel's statement that it was all right being accepted as true. It was not found to be large enough, and suit was brought for the value of the silk, and for the money paid for making the dress. The defense was that the dress was a perfect natural fit, and that the plaintiff would not have found it too small had she not endeavored to improve upon nature. The plaintiff relied chiefly on the testimony of one John Tuschinsky, who testified that he was a professional dress-maker, and had followed the business for forty-two years. He declared the dress in question was improperly made. As stated, the plaintiff recovered judgment.

FINANCIAL AFFAIRS.

Sales at the Stock Exchange—Nov. 15.

SALES BEFORE THE CALL—10 A. M.

100	West Union	77	600	Lake Shore	88½
100	do	76¾	2000	do s3	88¼
200	do	76¾	2400	do	88¾
100	do	76⅞	100	do b3	88⅝
200	do	76¾	800	do	88¼
1200	do	76¾	300	do c	88⅛
600	do	76½	800	do	88¼
600	do	76⅝	500	C., C. & I. C. c	31¼
100	do b3	76⅝	300	do	31
100	N. Y. C. & Hud. c	93¼	300	do	31¼
1600	Pacific Mail	86	100	do	31½
700	do s3	86	200	Rock Island s3	107¾
400	do	86⅛	100	do	107⅝
2800	do	86¼	100	do	107¾
100	do	86½	100	do c	107⅝
100	do c	86⅝	100	do s3	107¾
100	do	86¼	100	do	107⅝
200	Bos., H. & E. s3	7¼	100	do s3	107¼
200	Del., L. & W.	96	100	St. Paul	52¾
1000	Erie Railway	50⅛	100	do	52⅝
200	do	50¼	1200	North-western	83½
1000	do	50⅛	100	do	83
200	do	50¼	100	do	82¾
300	do	50	100	do	82⅝
100	do b3	50¼	1000	do	82⅝
100	do	50	800	do	82¾
200	do	49⅞	100	do	82⅞
200	do	49⅞	200	do	83¼
200	do	49⅞	500	do	83⅛
600	do	50	600	do	83¼
700	do	50¼	1000	do	83⅛
600	do	50¼	1000	do c	83¼
300	do	50⅛	1500	Union Pac	34
1000	do	50⅛	100	do	34
300	do	50½	300	do s3	34⅛
100	do	50¼	200	do b3	34⅛
500	do	50¼	200	do c	34⅛
800	do	50⅛	100	do	34⅛
700	do	50⅛	100	do	34⅜
1700	do	50	600	Ohio & Miss c	44⅛
100	do b3	50	100	do	44¼
			100	do	44⅛
			100	do	44⅛
			400	do	44⅛
			100	do c	44⅛

GOVERNMENT STOCKS—10½ A. M.

$10,000	U.S. 5-20 C., '67	114¼	$10,000	U. S. 6s, '81, C.	117⅛
10,000	do s3	114⅛	6,000	U. S. 5-20 C., '65	113
50,000	do	114⅛	6,500	U. S. 5-20 C., '68	115⅛
60,000	do b3	114⅛			

FIRST BOARD—10½ A. M.

$9,000	Va. 6s, Con.	54½	100	A. M. S. S. Co. b.c.	13¾
1,000	Missouri 6s	93½	100	C., C., Cin. & I. R.	89
3,000	Erie 7s, Con. G.	96	100	Mich. Cent. R. R.	114
4,000	do	94½	100	Erie R. R. b.c. b3	50⅛
2,000	do	95	600	do	50⅛
5,000	Long Dock Bds.	96	300	do b15	50⅛
4,000	Harlem 1st	99¼	200	do	50⅛
1,000	D., M. & Tol. 1st	97	100	do	50¼
7,000	Buff. & E., new	94	100	do s30	50
2,000	U. P. R. R. 1st. c	87½	23	L. S. & M. So. R.	88⅛
5,000	U. P. 7s, L. G. c.	78½	600	do b. c.	88⅛
15,000	do	76½	100	do s3	88⅛
1,000	U. Pacific 10s, I.	77½	200	do	88¼
1,000	do	77⅝	100	do c	88⅛
5,000	Gt. W., 1st, '88	91½	300	do	88¼
2,000	Michigan S., 2d	97	500	do	88⅛
2,000	do	96¼	1200	do	88⅛
3,000	Gt. W. 2d	93	700	do	88⅛
8,000	P., Ft. W. & C. 2d	98½	200	do	88⅛
1,000	Gal & Ch. 2d	96	300	do	88⅛
3,000	O. & Miss. Con.	95	2200	do	88⅛
2,000	C. & R. I. & P 7s	101¼	200	do	88⅛
1,000	Mil. & St. P. 1st	89¾	100	Cleve. & Pitts. G'd.	88¾
10,000	M. & St. P., I. d.	89½	50	do b3	89
5,000	Mich. So. S. F.	100⅜	100	do	88⅞
5,000	C., C. & I. C. 1st	86¼	100	B., H. & E. R. b.c.	7⅜
2,000	T., P. & W. 1st,		200	T. W. & W. R. b.c.	69
	western div.	87¼	400	Union Pac. R. b.c.	34¼
1,000	B., C. R. & M. 1st	89	100	do	34¼
1,000	do	87¼	200	do b3	34⅛
4,000	do	86	100	do	34⅛
25,000	B., H. & E., 1st	29	200	do	34¼
14	Del. & Hud. Canal	115¼	200	do	34⅛
5	do	115½	500	do	34⅛
5	Continental Bank	85	100	do	34⅛
15	Bank of Common.	83	100	do	34⅛
10	Ninth Nat. Bank	110	300	C. & N. W. R. b. c.	83⅛
50	Ger. Am. Bank	102	200	do	83⅛
200	New C. Coal Co. b.c.	47¼	100	do	83⅛
200	do s3	47½	100	do	83⅛
300	do	47½	100	do	83⅛
300	W. U. Tel. bc.	76½	100	do	83⅛
100	do	76½	200	C. & R. I. R. b. c.	107⅛
500	do	76¾	100	do	107⅛
500	do	77¼	100	do	107⅛
100	do c	77	100	do	107¾
800	do	77¼	100	do	107¾
1400	do	77	300	do	108
500	do c	76¾	300	do	108⅛
500	do	76⅞	200	do	108
1900	do c	77	100	do c	107⅝
200	do	77	100	do	107⅞
1100	do s3	77	100	do	107⅝
100	Md. Coal Co. b.c.	22	100	do	107⅝
100	Wells, Fargo Ex.	88	100	Mariposa Pref.	4
100	Pac. R. of Mo.	59	100	do	4¼
100	P. M. S. S. Co. b.c.c.	86½	100	do b. c.	4¼
100	do c	86⅛	100	do b3	4¼
100	do	86¼	100	do	4¼
100	do	86⅛	3000	H. & St. Jo. 8s, C.	87½
100	do b3	87	10	N.Y., N.H. & H.R.	142
200	do	87	400	D., L. & W. R. b.c.	96
100	do	87¼	100	H. & St. Jo. R. b.c.	30
100	do	87	100	O. & Miss. R. b. c.	44⅛
500	do	86⅞	200	do	44⅛
100	do	86¼	300	do	44⅛
300	do	86¼	100	do	44⅛
100	do	86⅛	200	do	44¼
100	do	86¼	500	do	44⅛
100	do	86½	300	do	44¼
100	N. Y. C. & H. b.c	93¼	200	do	44⅛
400	do	93¼	300	C., C. & I. C. R. b.c.	31¼
200	do s3	93⅛	500	do	31⅛
100	do	93¼	700	do	31⅛
200	do	93⅛			

GOVERNMENT STOCKS—12½ AND 2½ P. M.

$10,000	U. S. 6s, C., '81	117¼	$7,000	U. S. 5-20 C., '67	115⅜
45,000	U. S. 5-20 R., '64.		10,000	U. S. 5-20 C., '68	115⅝
	s3	112⅛	15,000	U. S. 10-40 C.	108⅞
27,000	U.S. 5-20 C., '65, n.	115	10,000	U. S. 6s Cur.	113¼

SALES BEFORE THE CALL—12½ P. M.

200	Western Union	76¾	400	Lake Shore b20	88⅛
100	do	76⅞	1200	do s3	88
50	do	77	1800	do	88⅛
100	do	76¾	900	do	88
100	do s3	76¾	100	do c	88
100	do b3	76⅞	2100	do	88
200	do	76¾	800	do	87⅞
200	do	76¾	1400	do	88
100	Pacific Mail c	86¼	600	do b3	88
100	do	86⅜	1400	do	87⅞
800	do	86⅜	300	do s3	87⅞
100	do	86⅛	100	do	88
900	do s3	86⅛	200	do b3	88
1400	do	86⅛	300	Union Pacific	34⅛
500	do c	86	200	do	34⅛
1000	do	86	100	Pittsburg	88¾
500	N. Y. C. & H.	93¼	100	Rock Island	107⅜
100	do	93¼	200	do	107⅜
700	do	92⅞	100	St. Paul b30	53⅛
500	do	93¼	100	Bost., H. & E. b3	7¾
300	Erie Railroad	50⅛	200	Ohio & Miss	44⅛
100	do	50¼	100	do	44⅛
700	do	50⅛	900	do	44⅛
1000	North-western	83⅝	200	C., C. & I. C. s3	31⅛
500	do	83½	400	do	31⅛
100	do s3	83⅛	100	do	31⅛
100	do c	83⅛			

SECOND BOARD—1 P. M.

$10,000	SouthCar. 6s, n., Jan. & July	24	700	Erie bet. call	50⅛
15,000	Va. 6s, Con'ld	55	600	do	50⅛
5,000	M. & St. P. 8s, 1st	107	200	do c	50⅛
10,000	U. Pac. 7s, L. G.	76½	500	do c	50⅛
5,000	do	76½	90	Michigan Cen. b.c.	114⅛
2,000	O. & M. C. S. F.	96¾	100	Cleve. & Pitts. G'd.	88⅛
100	Con. Coal of Md.	47¼	100	L. S. & M. So.	88
100	W. Un. Tel. b.c. b3	76⅞	200	do b.c. c	88
600	do	76¾	100	do	88⅛
300	do	76¾	900	do	88
500	do	76¾	100	do b3	88
100	do	76¾	400	do	87⅞
200	Quick. M. b. c.	45⅛	100	Union Pac. b. c.	34⅛
100	Mariposa L. & M.	17	100	do	34⅛
10	Amer. M. Un. Ex.	69½	18	Ill. Central	121⅛
200	United S. Ex. b.c.	76¾	84	do bet. call	122⅛
100	P. M. S. S. Co.	86⅛	200	Panama	135
100	do b. c. c.	86⅛	100	Chic. & N. W. b.c.	83⅛
100	do	86½	200	do	83⅛
100	do s3	86	200	Chi. & R. I. b. c.	107⅛
100	do c	86	100	do	107⅛
1500	do	86	100	Tol., W. & W.	68⅛
100	do	85⅞	100	do b. c.	68⅛
1500	do	85⅞	200	do	68⅛
1700	do	85⅞	100	do	68⅛
400	N. Y. C. & H. b. c.	93⅛	100	Bos., H. & E. b.c.	7⅛
200	do s3	93	200	Ohio & Miss. b.c.	44⅛
100	do	93⅛	100	N. J. Southern	27
			100	do	26¾
200	M., Kan. & Tex. c.	41	100	H. & St. Joseph	31⅝

SALES FROM 2½ TO 4 P. M.

200	N. Cent. Coal	47¼	200	Rock Island	107⅜
200	do	47¼	200	do	107⅜
100	do	47½	100	do b3	107⅜
100	Con. Coal	46¾	300	do	107⅜
200	Atlantic Mail	13¼	100	Erie	50⅛
100	do	13¼	400	do	50⅛
800	N. Y. C. & H. s3	93	300	do	50⅛
100	do	93¼	100	do b3	50⅛
1200	West. Un.	76⅛	1000	do	50⅛
600	do s3	76⅛	200	St. Paul	52⅝
200	do b3	76⅛	100	do	52⅝
1100	do	76⅛	100	do	52⅝
300	do s3	76⅛	500	do	52⅝
100	do b3	76⅛	800	Lake Shore s3	87⅞
600	do	76⅛	2000	do	87⅞
300	do s3	76⅛	200	do	87⅞
100	do b3	76⅛	300	do b3	88
200	Quick. Pref.	55	200	do b3	88
600	Pac. Mail	85⅞	900	do	87⅞
2300	do	85⅞	400	Northwestern	83⅝
100	do c	85⅞	800	do	83⅝
400	do	86	200	Un. Pac. b3	34⅛
200	do b3	86	700	do	34⅛
700	do	86⅛	400	do s3	34⅛
100	do b3	86⅛	100	do b3	34⅛
100	do b3	86⅛	100	do	34⅛
100	do	85⅞	500	Tol. & Wab.	68⅛
400	do	85⅞	100	do	68⅛
500	do	86	100	Bos., H. & Erie	7⅛
100	do	85⅞	300	Ohio & Miss s3	44⅛
800	do	85⅞	100	do	44⅛
500	do	85⅞	50	Chic., B. & Q. c.	130⅜
100	do s3	85⅞	200	C., C. & I. C.	31⅛
100	do	85⅞	200	Kansas & Texas	40
400	do	85⅞			

FRIDAY, Nov. 15—P. M.

The early sales of Gold, today, were at 113⅛@113⅜ ⅌ cent., but the market soon advanced to 113⅜@113½@113⅝ ⅌ cent., and at the close of Bank hours, 3 o'clock P. M., the quotation stood 113⅝ ⅌ cent.

Exchange on London fell to 108⅛@108⅜ ⅌ cent. for 60 days, and to 110@110⅛ ⅌ cent. sight, on a free offering of 60 days Bills for prompt Cash sales of leading Bank and Bankers' names.

There were signs today of a renewal of loans to the Brokers of 60 days Exchange on London on Stock collateral. This operation was somewhat difficult a few days ago, owing to the uncertain condition of financial affairs abroad. That it is practicable today, and with more than one leading Banking firm, is no slight evidence that the lenders of Exchange feel that the worst is over, for the present, with the English and Continental Money markets. The amount loaned today brought down the rate of 60 days Exchange on London to 108⅛@108⅜ ⅌ cent., as above quoted.

Money was less dear to the Brokers today, and the supply strictly on call loans was comparatively easy at 7 ⅌ cent. per annum. In some cases an extra commission was paid, but not as a rule.

On the Stock Exchange the Public Funds were again firm and scarce. In the Southern State Bonds there was not much done. In the old Railroad Mortgages there was a demand for moderate investment lots, and prices were well maintained. In the Share speculation (Railroads, Pacific Mail, and Western Telegraphs) the business was scarcely as heavy as in the earlier days of the week, and there was less buoyancy, although since yesterday the differences in price are not very marked or general. The non-arrival of one of the Pacific Mail steamers on the Pacific side, now some days overdue, influenced to some extent free sales of the Stock, ranging 86@87@86⅛@86@85⅞ ⅌ cent. There was also a disposition to sell Lake Shore Stock, on the report of new loans by the Company, while, on the other hand, the quotation of North-west Common Stock was stubbornly supported at 83@83⅝ ⅌ cent.

At the close of the day, 4 o'clock P. M., the following quotations were made, as compared with Thursday Afternoon. The general tone of speculation was not strong.

Closing Quotations—Nov. 15.

	Thursday.	Friday.
United States New 5s	110	110
U. S. 5-20s, May and Nov.	113	113⅛
U. S. 5-20s, Jan. and July	115⅛	115⅛
American Gold	113⅝	113⅝
Bills on London, 60 days	108⅜	108⅛
N. Y. Central and Hudson	93⅛	93⅛
Chicago and Rock Island	107⅝	107⅜
North-west Common	83⅛	83⅝
Pacific Mail	86	85⅞
St. Paul Preferred	74	74
St. Paul Common	53⅛	52⅝
Ohio and Mississippi	44⅛	44⅛
Western Union Telegraph	76⅞	76⅛
Erie	50⅛	50⅛
Union Pacific	34⅛	34⅛
Lake Shore	88⅛	87⅞
C., Chicago and Ind. Central	31⅛	31⅛
Toledo and Wabash	69⅛	68⅛

The last prices for the various Public Funds of the United States are as follows:

6 ⅌ cent. reg., '81	115⅛	5-20 coup., '65, n. 1	115⅛
6 ⅌ cent. coup., '81	117⅛	5-20 reg., '67	115⅛
5-20 reg., '62	112⅛	5-20 coup., '67	115⅜
5-20 coup., '62	112⅛	5-20 reg., '68	115⅛
5-20 reg., '64	112⅛	5-20 coup., '68	115⅛
5-20 coup., '64	112⅛	10-40 reg.	108⅛
5-20 reg., '65	112⅛	10-40 coup.	108⅞
5-20 coup., '65	113⅛	5s, coup., '81	110
5-20 reg., '65, n. 1	115	6s, Currency	113⅛

The following bids were made at the Exchange Board for the City Bank Stocks:

New-York	132	Citizens'	130
Merchants'	117	East River	115
Mechanics'	140	Market	120
America	148	Nassau	100
City	250	Shoe & Leather	149
Phenix	101	Marine	165
Merchants' Exch'nge.	85	Commonwealth	83
State of New-York	107	Importers' & Tr'd'rs'	165
Broadway Bank	260	Park	149
Mercantile	124	Manuf. & Merch'ts	100
American Exchange	112	N. Y. Nat. Exch'ge	97
Chatham	150	Fourth National	110⅛
Hanover	94	Tenth National	86
Irving	125	Oriental	170
Metropolitan	130	Bkrs' & Brokers' Ass.	80

THE NATIONAL BANKS—STATEMENT OF OCT. 3, 1872.

	June 10, 1872.	Oct. 3, 1872.
Capital paid in	$470,543,301	$479,629,174
Surplus fund	105,181,943	110,257,516
Profits unappropriated	50,234,298	46,623,784
National circulation	327,092,752	333,497,027
Old local circulation	1,700,935	1,567,143
Individual deposits	618,801,619	613,290,671
U. S. deposits	6,993,015	7,653,772
U. S. disbursing offices	5,463,953	4,563,833
Due to national banks	132,804,924	110,047,247
To other banks & b'k'rs, &c.	52,020,229	48,526,831
Total liabilities	$1,770,837,269	$1,755,857,098
Loans and discounts	$867,433,597	$872,520,104
U. S. stock for circulation	377,029,700	382,046,400
Other U. S. funds	31,868,200	27,622,800
Legal-tender money	137,068,344	121,122,851
Gold and silver	24,256,644	10,229,756
Due from national banks	131,032,593	115,203,664
Due from other banks	13,014,265	12,976,878
Bills of national banks	16,197,368	15,734,098
Real estate	31,123,843	32,276,498
Stocks and mortgages	22,270,611	23,523,151
Cash items for Cl'ing-house	102,054,131	124,953,099
Miscellaneous	17,490,013	17,638,209
Total resources	$1,770,837,269	$1,755,857,098

The comparative strength of movement in June and October may be thus stated:

	June 10.	Oct. 3.
Deposits in gross	$618,801,619	$613,290,671
Less clearing items	102,054,131	115,203,664
Net deposits	$516,747,488	$498,087,007
Net to banks	40,778,295	30,393,636
To Treasury	12,456,968	12,417,605
Circulation	327,092,752	333,497,027
Demand in liabilities	$897,075,503	$874,395,275
Gold and greenbacks	161,322,948	131,352,607
Pro rata	17.92 ⅌ ct.	15 ⅌ ct.

UNITED STATES TREASURY, NEW-YORK, Nov. 15, 1872.

Gold receipts	$502,359 00
Gold payments	1,401,098 81
Gold balance	44,323,764 95
Currency receipts	1,542,334 45
Currency payments	1,141,708 65
Currency balance	22,121,951 13
Customs	384,000 00

We hear that Hon. Moses H. Grinnell will sail for Liverpool, on Wednesday next, on the steamer Russia, on a prolonged absence abroad, intending a trip to China, Japan, &c. With the trade of the East Mr. Grinnell was long connected as an old New-York Merchant and Ship-owner, without the opportunity, now afforded by his retirement from active business, of a personal visit. He will carry with him the cordial good wishes for health and pleasure and a safe return of a very large circle of attached friends and neighbors.

The Adams Express Company have declared a Quarterly Dividend of 2 ⅌ cent., payable Dec. 2.

The Farmers' Loan will pay 1¾ ⅌ cent. Quarterly Dividend on the stock of the Cleveland and Pittsburg Road, Dec. 2.

The present Bank Note Circulation of Great Britain is $222,005,000, divided as follows:

Bank of England	$130,830,000
English private banks	13,800,000
English joint stock banks	12,145,000
Scotch banks	27,365,000
Irish banks	35,865,000
Total	$220,005,000

The old Anglo-American Banking-house of Messrs. Dennistoun & Co. dissolved their New-York connection a few days ago, and the long direct relations of the English partners with the American trade are abandoned. The London firm of Messrs. Dennistoun, Cross & Co. goes on as usual.

The failure is announced today of Messrs. Andrews, Sandford & Smith, Broadway, in the Millinery Goods line.

An issue of $6,000,000 Bonds is proposed by the Lake Shore Company, to complete the second track of the Road between Buffalo and Toledo, and to add to the equipment of the whole line. The announcement takes the street somewhat by surprise, as it was supposed that the Money derived from the Scrip Stock of last year would finish the second track.

The earnings of the St. Louis and Iron Mountain Railroad Company for the first week in November were:

1872	$51,966
1871	42,256
Increase	$9,760
January 1 to Nov. 8:	
1872	$1,893,823
1871	1,363,990
Increase	$529,833

The week's imports of foreign dry goods have been to the specie value of $1,218,089; amount marketed, $1,178,307.

BANKING AND FINANCIAL.

TO INVESTORS.

We are selling at par and interest, and recommend to careful investors, the First Mortgage Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company. Special attention is called to the ample Land security on which these bonds rest, in addition to the usual guarantee of a first mortgage on the Road, its equipments, and earnings. The lands of the Company thus far sold have realized $5 97 per acre. The grant averages about 23,000 acres per mile of road.

JAY COOKE & CO.

CHICAGO, BURLINGTON AND QUINCY R. R. CO. 7 PER CENT. CURRENCY BONDS, COUPON OR REGISTERED, FOR SALE BY KIDDER, PEABODY & CO., NO. 45 WALL-ST.

BANKING AND FINANCIAL.

BANKING HOUSE HENRY CLEWS & CO.,

No. 32 Wall-st., New-York.

Bills of Exchange, circular notes, travelers' and commercial credits issued, available in all parts of the world.

Deposits received, subject to check at sight. Interest allowed on all daily balances.

Collections made. Investment orders executed.

MARKETS BY TELEGRAPH.

BUFFALO, Nov. 15.—Lake Imports—Flour, 9,800 bbls.; Wheat, 102,338 bushels; Corn, 42,200 bushels; Oats, 27,300 bushels; Barley, 2,080 bushels; Rye, 8,800 bushels; Canal Shipments—Wheat, 45,503 bushels; Corn, 227,397 bushels; Barley, 41,959 bushels; Rye, 7,700 bushels; Barley Malt, 12,800 bushels. Rail Shipments from Elevators—Wheat, 33,600 bushels; Corn, 34,800 bushels; Oats, 25,600 bushels; Barley, 800 bushels; Rye, 81,800 bushels. Canal Freights—Wheat, 16c.; Corn, 14c.; Barley, 13c.; Oats, 9½c.: through shipments will cease after to-morrow. Flour quiet; Western Spring, $7@$7 25; Bakers', $7@$7 50; Amber, $8 50@$8 75; White, $9@$9 50. Wheat—Nothing doing; buyers and sellers widely apart; nominal at $1 30 for Milwaukee No. 2 Spring; $1 25 bid; Chicago No. 2, $1 25@$1 28; Duluth No 1 at $1 40; White Michigan at $1 65@$1 76. Corn dull and held at 48c.@49c.; sales in car lots at 48c.@48½c. Oats dull; No. 2 Western held at 35c.@36c.; No. 2 Toledo, 36c.@37c. Other articles unchanged. Cattle—Receipts today, 748 head, making the total supply for the week thus far, 4,920 head, or 240 cars, against 206 cars for the same time last week. A better feeling is prevailing in the market today, and prices are strong at yesterday's quotations. But few cattle-trains have arrived, having been delayed by the snow blockade on the Lake Shore and Michigan Southern Railway. Sales of 133 Ohio Steers, ranging from 1,179 to 1,504 lbs., at $5 50@$7 50; 41 Cherokee Steers, averaging 962 lbs., at $4 40; 120 Texas Steers, averaging 1,009 lbs., at $3 75; 37 Indiana Steers, averaging 1,094 lbs., at $4 75; 12 Canada Stockers, averaging 898 lbs., at $3 75; 22 Michigan Steers, averaging 849 lbs., at $3 75. Sheep and Lambs—Receipts today 2,800 head, making the total supply for the week thus far, 16,800 head, against 14,400 head for the same time last week; market closed dull at $6@$7 for Canada Lambs; $5@$5 25 for Canada Sheep; $3 50@$5 for Western Sheep; sales of 1,301 Michigan Sheep, ranging from 82 to 94 lbs., at $4@$5; 214 State Sheep, averaging 72 lbs., at $3 25; 94 Ohio Sheep, averaging 82 lbs., at $4 75; 151 Canada Sheep and Lambs, averaging 111 lbs., at $5 75. Hogs—Receipts today, 5,800 head, making the total supply for the week thus far, 35,200 head, against 53,200 head for the same time last week. Market slow and declining. Buyers and sellers standing apart 25c. ⅌ cwt. Desirable Hogs held at $4 40, with $4 25 bid.

CHICAGO, Nov. 15.—Flour dull and nominal. Wheat in fair demand and advanced; No. 1 Spring, $1 12@$1 14; No. 2 do., $1 02¼, spot; $1 02, November; No. 3 do., 92½c.; Rejected, 81½c. Corn in fair demand and higher; No. 2 Mixed scarce; closed at 62c., spot; 31½c., November; Rejected, 29½c. Oats dull, and a shade lower; No. 2 at 18c. Rye quiet and unchanged; No. 2 at 52c. Barley firm at 62½c. Provisions steady. Pork, $13 25, New, spot; $12 12½, January. Lard quiet and unchanged at 7½c., cash December or January. Hams in pickle easier; 9½c.@10½c., spot; 9½c.@9¾c., November; Green Hams, 7¾c.@8c., spot; 7½c., seller next week; Green Shoulders quoted at 3¾c.@3⅞c.; Long Clear and Short Ribs, 6c.@6¼c. Bulk Meats, fifteen to twenty days in salt, 4½c.@6½c. for Shoulders and Short Rib Middles. Whisky quiet and weak at 89c.@90c.; closed at 89c. Freights higher; vessels scarce; to Buffalo, per sail, 10c.; per steam, 12c. on Wheat. Receipts—66,000 bushels Wheat, 4,000 bbls. Flour, 42,000 bushels Corn, 21,000 bushels Oats, 4,000 bushels Rye, 15,000 bushels Barley. Shipments—3,500 bbls. Flour, 102,000 bushels Wheat, 137,000 bushels Corn, 36,000 bushels Oats, 1,200 bushels Rye, 7,000 bushels Barley.

CINCINNATI, Nov. 15.—The horse malady renders movements so difficult and expensive that prices of commodities requiring hauling are almost entirely nominal. Flour steady at $7@$7 25. Wheat dull and nominal; Red, $1 47@$1 55. Corn dull and unchanged; old, 42c.; new, 37c.@38c. Oats dull and nominal at 27c.@33c. Barley dull and unchanged. Butter steady. Pork nominal; New, $14. Lard quiet; Kettle, 7¾c.; Steam, $7 55 ⅌ cwt., on the spot; $7 50 bid. December and January. Bulk Meats quiet and nominal; Shoulders, 4¾c.; Clear Rib, 7c.; Clear Sides, 7¼c.; loose; sales Clear Rib at 7c., packed. Bacon quiet and unchanged; Shoulders, 5¾c.; Clear Rib, 10c.; Clear Sides, 10½c. Sugar-cured Hams, 16c.@17c.; Green Shoulders salable at 3½c.; sales Clear Rib at 5⅛c.; Clear Sides, 5¼c. Sales light Hams at 9c.; sales at 8c., December, 17 lbs. average. Live Hogs steady at $3 90@$4, closing active and higher at $4@$4 20. Whisky dull and lower at 89c.

PHILADELPHIA, Nov. 15.—Clover-seed—Receipts light; $9 25@$10. Flaxseed is quoted at $1 90. Timothy—No sales. Flour in improved demand, but prices unchanged; Superfine, $4 50@$5 50; Extras, $6 25; Iowa, Wisconsin and Minnesota Extra Family, $7 25@$8 37½; Pennsylvania, Indiana and Ohio do., $8@$8 75; High grades, $9@$10 75. Wheat quiet and steady; Western Red, $1 68@$1 70; Amber, $1 75; White, $1 95@$2 05. Rye steady; 75c.@80c. Corn weak; Yellow, 60c.@63c.; Mixed, 61c. Oats dull; White, 41c.@42c.; Mixed, 39c. Sugar—Sales, 1,200 boxes Cuba at 9½c. Petroleum—Crude commands 19½c.; Refined, 27c. Whisky is held at 95½c.@96c. Leather is fairly active and 1c. higher than before the Boston fire; Middle and Heavy Weights, 27c.@29c.; Slaughter Upper, in rough, 29c.@33c. Wool unsettled; portion of stock withdrawn, anticipating higher prices; dealers generally hesitate to operate; stock of Western held here has been advanced 3c.@5c.

OSWEGO, Nov. 15.—Flour unchanged; sales of 2,100 bbls. at $8 for No. 1 Spring; $9 for Amber Winter; $9 75 for White Winter; $10 50 for Double Extra. Wheat quiet; sales of 2 cars No. 1 Milwaukee Club at $1 50, and 1 car White State at $1 80. Corn quiet; sales of 1,200 bushels at 61c. Barley in active demand, and prices nominally unchanged; Upper lake Canada held at $1 02@$1 05; Bay Quinte, $1 05@$1 08. Corn-meal, $1 40 for Bolted, $1 35 for Unbolted. ⅌ cwt. Mill-feed unchanged; Shorts, $17; Shipstuffs, $19; Middlings, $21, ⅌ ton. Canal Freights—Wheat, 12c.; Barley, 10c., to New-York, to hold in boats; Barley, 8½c. to Albany; Lumber, $4 75 to the Hudson. Railroad Freights—Flour to Boston, 70c.; to New-York, 60c.; to Albany, 52c. Receipts by Lake—70,000 bushels Wheat, 13,000 bushels Corn, 15,500 bushels Barley; 252,000 feet Lumber. Shipped by Canal—7,500 bushels Wheat, 16,800 bushels Corn, 45,000 bushels Barley, 3,000 bushels Peas, 1,653,000 feet Lumber.

ST. LOUIS, Nov. 15.—Flour dull and unchanged. Wheat—Spring scarce, wanted, and prices higher; soft No. 2 Spring, $1 14; low grades of Winter unchanged and higher; No. 4 Red sold at $1 40, held $1 42@$1 43 at close; No. 3 Red held $1 60. Corn steady; No. 2 Mixed 32½c.@33c., on track; 35c.@35½c. in elevator. Oats slow; No. 2 at 25c.@25½c. Barley steady; sample lots Minnesota at 78c. Rye—Nothing doing. Whisky firm at 90c. Pork lower; new, $14; old, $15. Dry-salted Meats lower; packed lots Shoulders, 4½c.@5c.; Clear Rib, 7½c.@7⅝c.; Clear Sides, 7½c.@7¾c. Bacon dull; Shoulders, 6¾c.; Clear Sides, 11c. Lard—Only retail lots selling. Hogs—Buyers off; few choice lots sold at $3 85@$3 90. Cattle unchanged at $5@$6 for choice to extra. Receipts—3,000 bbls. Flour, 15,000 bushels Wheat, 21,000 bushels Corn, 24,000 bushels Oats, 25,000 bushels Barley, 6,000 Hogs.

LOUISVILLE, Nov. 15.—Flour quiet and steady, prices unchanged. Grain unchanged. Live Hogs firm; sales to packers at $4 05@$4 10 for heavy. Receipts, 5,500 head. Provisions quiet. Pork held at $14. Bulk Meats, ten days in salt, quoted; Shoulders at 4½c.; Clear Rib, 7c.; Clear Sides, 7½c., loose, ½c. higher packed. Bacon nominal for old; no reports of Green Meats. Lard, 8½c.; Kegs, 9c.@9½c. for strictly choice Leaf; prime Steam held at 7½c. Whisky quiet at 90c. The epizootic continues to interfere with business considerably; the facilities for local transportation are very limited, owners of teams are charging exorbitant prices for hauling.

ALBANY, N. Y., Nov. 15.—Cattle market opened active with an advance of from ½c. to ¼c. ⅌ lb. for premium and first-class Cattle. On common stock there is no advance. The highest price paid was $8 25. The supply exceeds that of last week. The receipts number 317 cars. The range of prices is from $4 50@$7 75. Milch Cows in moderate receipt and demand active, the range being from $45@$70 for fair to good. Sheep and Lambs—Demand moderate but steady; Lambs selling at $7 50@$8 25; fine Wool Sheep at $5@$6 50; coarse Wool at $5@$6 25. The demand for Hogs active at $5 25@$5 50 for Western; choice lots State held at $4 62½@$5.

TOLEDO, Nov. 15.—Flour quiet and unchanged. Wheat in fair demand and lower; Amber Michigan, $1 42; December, 1 42½; No. 1 Red Winter, $1 51½; No. 2 Red, $1 41½@$1 42. Corn in fair demand and lower; High Mixed, 41½c.; New, 39c.; Low Mixed, 39½c.@40c.; New, 38½c. Oats dull and unchanged. Freights dull and unchanged. Receipts—3,000 bbls. Flour, 20,000 bushels Wheat, 17,000 bushels Corn, 7,000 bushels Oats. Shipments—2,000 bbls. Flour, 6,000 bushels Wheat, 5,600 bushels Corn.

NEW-ORLEANS, Nov. 15.—Cotton easy; good Ordinary, 17½c.; Low Middling, 18½c.; Middling, 18¾c.; net receipts, 5,939 bales; gross, 6,663 bales; exports to Great Britain, 5,167 bales; to the Continent, 3,153 bales; sales today, 1,000 bales; last evening, 3,000 bales; stock, 122,794 bales; weekly net receipts, 28,091 bales; gross, 32,237 bales; exports, to Great Britain, 11,208 bales; to the Continent, 8,062 bales; coastwise, 5,004 bales; sales, 30,000 bales.

MILWAUKEE, Nov. 15.—Flour quiet and unchanged. Wheat dull and unsettled; No. 1 at $1 19; No. 2 at $1 06. Corn steady; No. 2 Mixed at 32½c. Oats steady; No. 2 at 23c. Rye firm; No. 1 at 55½c. Barley firm; No. 2 Fall, 63c. Lake Freights—Wheat, to Buffalo, 10½c.; to Oswego, 15c. Receipts—4,000 bbls. Flour, 15,000 bushels Wheat, 9,000 bushels Barley. Shipments—9,000 bbls. Flour, 16,000 bushels Wheat, 10,000 bushels Barley.

ALBANY, N. Y., Nov. 15.—Nothing doing in Wheat. Rye in active demand, and market buoyant; sales, 2 cars Western, on private terms. Nothing doing in Corn. There have been large sales of Barley, comprising 18,000 bushels on private terms. Oats more active; sales of 3,000 bushels Black at 45c. free on board; 3 cars No. 2 Chicago at 43c., and 1 car No. 1 Western at 46c.

DETROIT, Nov. 15.—Wheat unchanged; Extra, $1 72; No. 1 White, $1 63½c.; Amber Michigan, $1 45. Corn steady at 45½c. Oats in good demand at 30c. Receipts—3,000 bbls. Flour, 10,000 bushels Wheat, 6,000 bushels Oats. Shipments—3,000 bbls. Flour, 15,000 bushels Wheat, 7,000 bushels Oats. Freights to Oswego, 11c.@12c.

MOBILE, Nov. 15.—Cotton quiet but firm; Middling, 18¼c.; net receipts, 2,564 bales; exports, to Great Britain, 3,658 bales; coastwise, 904 bales; sales, 500 bales; stock, 26,823 bales; weekly net receipts, 10,883 bales; gross receipts, 10,937 bales; exports to Great Britain, 4,406 bales; sales, 8,000 bales; exports, coastwise, 4,948 bales.

SAVANNAH, Nov. 15.—Cotton strong; in good demand for better grades; Middling, 18¼c.@18½c.; net receipts, 4,176 bales; exports, to the Continent, 3,800 bales; coastwise, 3,992 bales; sales, 1,423 bales; stock, 66,634 bales; weekly net receipts, 24,302 bales; exports to Great Britain, 1,929 bales; to the Continent, 15,930 bales; coastwise, 10,195 bales; sales, 12,352 bales.

CHARLESTON, Nov. 15.—Cotton firmer; Middling, 18c.; net receipts, 1,412 bales; exports, coastwise, 2,225 bales; sales, 500 bales; stock, 31,382 bales; weekly net receipts, 12,821 bales; exports, to Great Britain, 5,468 bales; to the Continent, 6,225 bales; coastwise, 5,928 bales; sales, 4,050 bales.

CLEVELAND, Nov. 15.—Flour steady. Wheat in fair demand and firm; No. 1 Red Winter, $1 55; No. 2 do., $1 42@$1 43. Corn steady and unchanged. Oats quiet and unchanged; No. 1 at 34c. Petroleum in fair demand, but unchanged in price.

AUGUSTA, Nov. 15.—Cotton quiet, but firm; Middlings, 17½c.@18c.; receipts, 1,112 bales; sales, 1,301 bales; stock, 1871, 14,630 bales; 1872, 2,191 bales; weekly receipts, 6,894 bales; sales, 6,384 bales.

MONTGOMERY, Nov. 15.—Cotton steady; Low Middling, 17½c.@17⅝c.; weekly receipts, 3,254 bales; shipments, 1,744 bales; stock, 9,738 bales.

COMMERCIAL AFFAIRS.

NEW-YORK, Friday, Nov. 15, 1872.

The receipts of the principal kinds of produce since our last have been as follows:

Ashes, pkgs.	22	Oil, bbls.	50
Broom-corn, bales	46	Spts. Turp., bbls.	216
Bees-wax, pkgs.	1	Tar, bbls.	102
Cotton, bales	4,296	Resin, bbls.	188
Copper, bbls.	50	Oil-cake, pkgs.	934
Dried Fruit, pkgs.	88	Pork, pkgs.	20
Eggs, bbls.	1,294	Beef, pkgs.	606
Flour, bbls.	14,103	Cut-meats, pkgs.	374
Wheat, bushels	137,683	Grease, pkgs.	233
Corn, bushels	92,190	Lard, pkgs.	556
Oats, bushels	23,800	Lard, kegs	41
Malt, bushels	650	Stearine, pkgs.	50
Barley, bushels	81,342	Butter, pkgs.	2,420
Grass-seed, bags	292	Cheese, pkgs.	1,470
Flax-seed, bags	39	Tallow, pkgs.	93
Beans, bbls.	13	Peanuts, bags	530
Peas, bushels	1,797	Skins, bdls.	11
Corn-meal, bbls.	125	Starch, boxes	1,005
Hops, bales	254	Tea, half-chests	3,042
Hides, No.	837	Tobacco, hhds.	56
Hides, bales	18	Tobacco, bxs. & cs.	1,301
Leather, sides	6,648	Whisky, bbls.	431

The export clearances hence for European ports, as reported at the Merchants' Exchange, were as follows:

By the ship Adorna, for Liverpool—81,000 Staves, 93 hhds. Tobacco, 65,756 bushels Corn, 38 bdls. Hides, 1,256 bbls. Flour, 109 bales Cotton, 22 boxes Clocks, 45 bbls. Shoe-pegs, 300 pchs. Syrup, 12 casks Oil, 314 bbls. Resin.

By the ship Roslin Castle, for London—200 logs Wood, 68 cases Agricultural Implements, 32,621 bushels Wheat, 15 bbls. Potatoes, 75 hhds. Lampblack, 3,686 bbls. Flour, 120 cases Peaches, 1 tierce Tobacco, 100 boxes Tobacco, 3 2?0 Staves.

By the bark Primus, for Cork and orders—1,702 bbls. Naphtha.

By the brig Giulia, for Tarragona—33,600 Staves.

By the bark Stella Gazzola, for Cork and orders—27,473 bushels Corn.

By the bark Ceren, for Constantinople—20,151 cases Refined Petroleum.

By the bark Geo. Bell, for Hamburg—4,076 barrels Refined Petroleum.

And from Philadelphia, for Antwerp, by the ship Wellington—33?,219 gallons Refined Petroleum.... For Cork or Falmouth, for orders, by the brig Natrona—74,933 gallons Naphtha.... For Rotterdam, by the bark John Campell—209,300 gallons Refined Petroleum.

COFFEE—Rio has been in more request since our last on a steady basis as to value for desirable samples. Sales have been reported of 264 bags, by the Cornucopia, on private terms. Of the 6,20? bags by the Allianz & Frigg, offered at auction today, through Messrs. J. H. Draper & Co., 4,555 bags were sold at from 15½c.@16¾c., averaging 15¾c., gold. Other kinds were quiet but unchanged in price. Jobbing trade moderate at former figures.

COTTON—There has been less inquiry for stock for early delivery on the basis of previous quotations, the market closing dull. Sales, 1,781 bales, including 1,324 bales to shippers and 457 bales to spinners. For forward delivery, the market has been less active, and prices have been quoted off 1-16c.@⅛c. ₱ ℔. Sales 17,100 bales (3,600 bales last evening and 13,500 bales today,) basis Low Middling, with November contracts closing at 18⅞c.; December, 18⅞c.; January, 18⅞c.; February, 18¾c.; March, 18 15-16c.; April, 19⅛c.; May, 19⅜c.; June, 19⅝c. The receipts at this port today were 4,296 bales, including 3,279 bales from Norfolk; 365 bales from Newberne; 652 bales per rail. The averages of yesterday's forward deliveries as officially reported were as follows, viz.: November, 18.90c.; December, 18.60c.; January, 18.75c.; February, 18.87c.; March, 19.09c.; April, 19.37c.; May, 19.53c. The reported receipts at the shipping ports today were 17,466 bales, (exclusive of Galveston,) and for the week, 105,586 bales, against 134,388 bales same time the preceding week, and since September 870,657 bales, against 648,371 bales same time last year. The following quotations are based on Cotton running in quality not more than half a grade above or below the grade quoted:

Closing Prices of Cotton in New-York Today.

	Uplands.	Alabama.	New-Orleans.	Texas.
Ordinary	16⅜	16⅝	16¾	17
Good ordinary	18⅜	18⅝	18¾	19
Strict good ord.	18 9-16	18¾	19	19¼
Low middling	18⅞	19	19¼	19⅜
Middling	19¼	19⅜	19⅝	20
Good middling	20⅛	20¼	20⅜	21⅛

FIRE-CRACKERS—Have been purchased to the extent of 5,000 boxes, in bond, on private terms, and 2,000 boxes, free, at $2 45@$2 50, closing firmly.

FLOUR AND MEAL—There has been a good demand for the more desirable grades of State and Western Flour, both of shipping and Western stock, at rather stronger prices. The offerings have been less urgent, and holders have shown more confidence as to values. Sales have been reported of 18,470 bbls., including very inferior to fancy Superfine State and Western at $5 50@$6 15; inferior to good Extra State, $6 85@$7 25, chiefly at $7@$7 25 for prompt and early future delivery; good to extra choice do. at $7 25@$7 85; poor to good shipping Extra Western at $6 75@$7 10, chiefly at $7@$7 10; poor to good shipping brands round-hoop Ohio at $6 85@$7 25, ₱ bbl., and trade and family Extras at proportionate rates.

Southern Flour has been moderately sought after at about previous prices. Sales have been reported of 875 bbls., in lots, at from $5 80@$6 85 for very inferior to very good, and $7 85@$12 75 for very good to very choice extra, ₱ bbl. Desirable lots of Rye Flour have been scarce and wanted at firmer prices; the poor grades have been dull and irregular. We quote at from $4@$6 30 for very inferior to fancy, ₱ bbl.: sales 325 bbls., chiefly at $6@$6 30. Corn-meal has been in moderate request since our last at $3 20@$3 50 for Yellow Western; $3 10@$3 30 for White do., and $3 85@$3 90 for Brandywine; the reported sales were 400 bbls., in lots. Buckwheat Flour has been in fair demand, within the range of from $3 25@$4 25 for State, and $4 25@$4 40 for Pennsylvania, ₱ 100 ℔s., as the extremes.

FRUIT—The main demand has been in a distributing way, with prices quoted about steady. Sales, 1,500 boxes Layer Raisins at $2 20; 500 half-boxes do., at $1 30; 600 quarter-boxes do., at 75c.; 1,500 boxes loose Muscatel Raisins at $2 70@$2 75; 100 mats Seedless Raisins, to arrive, at $4 55; 400 bbls. Currants, part at 7½c.; 40 casks Turkey Prunes at 8½c., and 300 cases on private terms. We quote: New Layer Raisins at $2 20 ₱ box; New Valencia Raisins, 9¾c.@10c.; New Crop Currants, 7½c.; Almonds, 18½c.@20c.; New Figs, 13c.@16c., ₱ ℔. Canton Ginger, $8 25@$8 50 ₱ case.

GRAIN—There has been a decidedly livelier inquiry noted for Spring Wheat, mainly for shipment, at an advance of 2c.@5c. ₱ bushel, closing quite buoyantly, especially for prime samples, the offerings of which have been much lighter. Winter Wheat has been quoted rather stronger as to price, on a restricted supply of desirable grades, which have been in rather better request. Sales have been reported since our last of 197,000 bushels at $1 59 for strictly prime No. 1 Duluth Spring; $1 50@$1 51 for good to prime No. 2 Milwaukee do.; $1 47@$1 49 for fair to prime No. 2 North-west Spring; $1 45@$1 47 for No. 2 Chicago Spring; $1 38@$1 42, chiefly at $1 40@$1 41, for No. 3 Spring; $1 25@$1 35 for rejected and inferior Spring, in lots; $1 62@$1 65 for Red Western; $1 69@$1 75 for Amber do., in small lots, and $1 95@$2 for White Western. The cold weather, as affecting canal navigation, tended to strengthen the views of holders of stock....Corn has been in more active demand for shipment and home-trade account, at a further slight improvement in values, closing firmly on a reduced offering of prime stock, particularly of mixed Western, which has attracted most attention. Sales have been reported since our last of 156,000 bushels at 62½c.@64c., closing at 64c. for sailing-vessel grades of Mixed Western, afloat; 63½c. for do., from store; 64¼c.@64½c. for choice do.; 62½c.@63½c. for ordinary to good steamer grades new Mixed Western, afloat; 65c.@65½c. for Yellow Western; and 66c.@67½c. for White do....Rye has been in some request, but the bids have been under the views of sellers, and negotiations have been making slow progress; small lots of State sold at 9?c.@91c., in bags, and of new Western at 84c.@85c.... Barley has been quoted steady, but has been inactive since our last; 1,200 bushels ordinary sold at 85c.... Barley-malt has been quiet and somewhat nominal, within the previous range.... There has been a livelier business reported in Oats, chiefly in the better qualities of Mixed Western, prices of which have been quoted ½c.@1c. ₱ bushel higher, closing quite firmly. Some speculative inquiry was noted toward the close on the basis of 47½c. for prime old Mixed Western, in store. Sales have been reported since our last of 87,000 bushels, at 44c.@47½c. for ordinary to choice new Mixed Western, chiefly at 46½c.@47½c. for very good to choice; 42c.@45c. for ordinary to prime Black and Dark Mixed, chiefly at 44c.@45c. for good to prime; 46c.@50c. for new White Western; 47½c.@48c., for old Mixed Western, in store.

GUNNY BAGS AND BAGGING—Have been quiet at steady rates. Sales, 250 bales Bags at 14¾c., on time; a small lot of Borneo Bagging at 14c., and 100 rolls Domestic Cloth at 12c., with small lots at 12¼c.@12½c. We quote: Bags at 14¾c.@15c.; Bagging, 10½c.@11c., and Domestic Cloth at 12c.@12½c. for full, and 12¾c.@13c. for small lots.

HAY—Bale Hay has been in light supply and fair request at from $1 05@$1 10 for shipping, and $1 30@$1 70 for local use, ₱ 100 ℔s. Straw quiet at from 95c.@$1 35 for the range of qualities, Short and Long, ₱ 100 ℔s.

HEMP—Sales, 50 bales Jute Butts here at 2⅝c., and 300 bales do., at Boston, at 2 1-16c. ₱ ℔., closing steady. Market otherwise dull. We quote: American, $120@$130 for Undressed, and $175@$230 for Dressed, ₱ ton; Manila, 11c.; Sisal, 9¼c.@9½c., gold; Jute, 3c.@5¼c.; Jute Butts at 2 1-16c.@2⅝c., currency, ₱ ℔.

HOPS—Under decidedly favorable foreign advices, the local market has been quoted much stronger and quite buoyant on a good demand. We quote: New Crop, 33c.@38c.; older growths, 8c.@25c.; Foreign, 28c.@35c. ₱ ℔. The week's receipts have been 661 bales; imports, 374 bales. Mr. Emmet Wells notices the movements of the week thus: "Since our last our market has become strengthened by cable advices from Europe, reporting heavy transactions in the London and German markets at advanced rates; and prices here are 3c.@5c. ₱ ℔. better than those quoted last week, with indications that a further advance will be noted before the close. Our London correspondent's remarks concerning the scanty supply of choice English Hops will also apply to the crops of Germany. The exhausted condition of the German markets in September—the beginning of the season—resulted in a heavier demand from brewers for the new crop than was ever before known to exist, and during this time fully one-half of the choice stock passed out of the hands of the growers into that of dealers and consumers. In England even a larger amount of new stock is believed already to have changed hands."

METALS—Ingot Copper has been in more demand from manufacturers at easier prices; sales have been reported of 300,000 ℔s. at 31c.@31½c., cash and December delivery; English has been held at 28½c.@29c. Scotch Pig-iron has been in less demand, without further marked changes in prices, although the tendency has been in the buyer's favor; sales have been reported of 250 tons Eglinton at $48@$48 50; 100 tons Carnbroe at $49. American Pig has been in rather more demand for delivery during the Winter months, but no sales have transpired. Prices for spot lots have been quoted essentially as before. Pig-iron has been very dull, and offered at decidedly lower prices; 50 pigs Straits have been sold at $31, gold. English has been offered at $31, gold. Plates have been in light demand at much lower prices. Sales have been made of 300 boxes assorted Charcoal, 300 boxes Charcoal Terne, and 250 boxes 14x20 Coke, on private terms. The quotations are as follows: I. C. Charcoal, $10 50@$11 75, gold; Charcoal Terne, $9 75@$10 50, gold; I. C. Coke at $9 62½@$10 12½, gold; and Coke Terne at $9 25@$9 50, gold.

MOLASSES—The demand has been mostly for refining grades, prices of which have been quoted about steady. The trade call has been light. Some 304 hhds. Porto Rico were reported sold on private terms.

NAVAL STORES—The demand for Resin has been limited, the export call having been checked, in part, by the firmer ocean freight market, and prices have been quoted barely steady; sales, 215 bbls. common to good strained at $4 25@$4 40, and 200 bbls. No. 1 and Pale at $4 75, ₱ 280 ℔s.—Tar has been inactive, but unchanged as to price; sales, 100 bbls. November on private terms, and 50 bbls. Washington at $4 37½@$4 50, ₱ bbl.... Of Spirits Turpentine, 375 bbls. sold, in lots, at 81c.@81½c. ₱ gallon, closing at the latter rate.

OILS—Crude Whale has been quoted firm, on a moderate demand; 800 bbls. Northern sold on private terms; quoted at 68c.@70c. Crude Sperm steady, but quiet. Manufactured Whale and Sperm unaltered at former rates. Linseed has been in request at about previous prices; 10,000 gallons sold at 79c.@80c., the quotations from crushers' hands were 81c.@82c., chiefly 82c., in casks. Lard-oil inactive at old figures. Other kinds rather lightly dealt in, but quoted about as before. We quote: Crude Whale at 68c.@70c.; Bleached Whale at 75c.; Crude Sperm at $1 35@$1 40; Unbleached Sperm at $1 60; Bleached at $1 62½@$1 69; Lard-oil at 85c.@?3c.; Red Oil, 48c.; Saponified, 51½c.@52½c.; Linseed-oil, 81c.@82c., in casks; Olive-oil at $1 20@$1 30, in casks; Menhaden at 48c.@52c.; Crude Cotton-seed Oil, 45c.@47c.; Yellow, 52c.@54c.; White, 64c.@66c., ₱ gallon; Palm-oil, 8¼c.@8¾c.

PETROLEUM—Quiet, throughout, with values quoted as before. Crude, in bulk, 14¾c.; Refined, 27¾c., with resales of 2,000 bbls. (old contracts) at 27¾c.; and at Philadelphia, Refined, 27c.; Refined, in cases, here, held at 32½c. Western Naphtha at 18c.; City do. at 19c.

PROVISIONS—The demand for Pork, for early delivery, has been almost wholly for Mess in a jobbing way, while prices have been quoted somewhat easier. Sales have been reported of 600 bbls. at $15 75@$15 87½ for new Western Mess; $12 75@$13 for Extra Prime, and $15 for Prime Mess. For forward delivery no sales were reported. Western Mess (packing of 1872-3,) seller December, quoted nominally at $14 50, and seller January at $14....A better demand has been noted for Dressed Hogs, prices of which remain about as last quoted. We quote within the range of 5⅛c.@6⅛c. for extra heavy to average medium; market Pigs at 6⅛c.@7c. ₱ ℔.....Cut-meats have been plenty, depressed, and lower, on a restricted inquiry, with Pickled Hams ranging from 10¾c.@12½c.; Shoulders at 5½c.@6c., and Bellies at 8c.@8½c.; Smoked Hams at 13½c.@15½c.; Smoked Shoulders at 6c.@6¾c., and Dry-salted Shoulders at 5¼c.@6¼c.; sales equal to 140 pks. Also 1,600 Pickled Shoulders, in bulk, at 5¼c.@5¾c.; 2,200 Pickled Hams, in bulk, at 10¾c.@12¼c.; 1,650 Green Hams, in bulk, at 8¾c.@9¾c.; 1,200 Smoked Hams, in bulk, at 14c.@15½c. Also 600 boxes Dry-salted Shoulders, December to February delivery, on private terms.....Bacon has been comparatively quiet since our last, with prices quoted somewhat irregular. Sales have been reported of 600 boxes Long and Short Clear, deliverable through the Winter months, on private terms; 250 boxes Short Clear, first half, and 150 boxes Short Clear, last half of December delivery, at 7¾c., subsequently quoted at 7¾c.; 100 boxes Long Clear, December delivery, on private terms, quoted at 7¾c. bid....Western Lard has been in fair demand for early delivery, at, however, rather less firm prices. City product has been in less request, but quoted about steady. Refined has been inactive at about former rates. Sales have been reported since our last of 1,850 tcs. and 100 bbls., (mainly Western) for early delivery, at 8 7-16c.@8⅝c. for good to prime old Western Steam; at 8⅜c. for City; 8¼c. for No. 1; 8⅝c.@9c. for Western Kettle, and 9c.@9¼c. for Refined. For forward delivery the demand has been good, but prices have been quoted rather weaker, on comparatively free offerings. Sales have been reported, since our last, of 500 tcs. Western Steam, to arrive in November, on private terms; 500 tcs. do., November shipments, from the West, at 8⅜c., delivered here; 500 tcs. do., November delivery, at 8⅛c.; 500 tcs. do., deliverable through the Winter months, at 8⅛c.; 500 tcs. do., January, and 250 tcs. do., March delivery, on private terms; the latter quoted at 8⅛c., bid....Barreled Beef has been in moderate demand since our last at $4@$8 for inferior to fine brands Old Mess, and $8@$12 for Old Extra Mess, and $12 50@$13 75 for New do. do.; sales, 270 bbls. Tierce Beef has shown less activity within the previous range. Offerings of stock much lighter. We quote at from $12@$15 for Old Prime Mess; $16@$20 for Ordinary to Prime Old India Mess; $20@$22 for New Prime Mess, and $23@$25 for New India Mess. Sales have been reported of 875 tcs. Prime Mess and India Mess at the quotations. Holders very firm in their views. Some further large lots were in negotiation.....Of Beef Hams, 120 bbls. new sold in lots at $33 ₱ bbl; market firm.... Butter has been in light demand, mainly on local account, at rather easier rates. We quote: Butter within the range of from 18c.@37c. for inferior to choice State; 9c.@25c. for poor to strictly choice Western; 17c.@23c. for do. Roll, and 7½c.@8½c. for Grease stock....Cheese has been in some request at about former figures, partly for medium to fine stock for export. We quote from 8c.@14½c. for poor to extra fine factory, chiefly at 14c.@14½c. for fine goods; 7c.@11c. for common to strictly choice Dairy, and 4c.@8c. for Skim, ₱ ℔.

RICE—Has been in demand at steady rates, including Carolina at $7 50@$8 25; Rangoon, $6 87½@$7 25, ₱ 100 ℔s. Included in the sales were 500 bags Rangoon, in bond, at $3 30, gold, for export.

SALT—Has been in demand, including Liverpool Ground, $1 40@$1 50; Liverpool Fine, $2 50@$3 10 ₱ sack, from store; Turk's Island at 35c. ₱ bushel; Syracuse, $1 30@$1 35; Factory-filled, $2 25; Bulk, 35c.@38c.; Coarse, 45c.

SALTPETRE—Has been dull and nominal at 7c., gold.

SEEDS—Calcutta Linseed has been quoted up to $2 40, gold, with sales of 2,000 bags on private terms. Clover steady, but without further movement of importance. Other Seeds dull.

SOAP—Domestic has been in fair request at uniform rates. Foreign dull. We quote: Castile at 10¼c.@10½c.; Colgate's Pale, 7¾c.; Family, 8¼c., and No. 1, 6¼c. ₱ ℔.

SUGARS—The general market has been dull since our last. Holders have been offering stock quite moderately, and have been insisting on very full prices, particularly for the better grades of refining stock. The demand, however, has been on a restricted scale, with quotations essentially unaltered. Sales, 455 hhds. very common to fair refining Cuba at 9⅛c.@9¾c.; 270 boxes Clayed do. at 10c.; and 20 hhds. Demerara, to the trade, at 10c. ₱ ℔. An invoice of Pernambuco, in bags, was rumored sold at 10c. The negotiations on Manila, in bags, previously referred to, resulted in closing out 16,445 bags, all told. Refined Sugars steady, as on our last, but rather slow of sale.

TALLOW, &C.—There has been less inquiry noted for Tallow, prices of which have shown less firmness; sales, 67,000 ℔s. at 8¾c.@9¾c., chiefly at 9⅛c.@ for prime, ₱ ℔. Of Stearine 10,000 ℔s. were sold at 8¾c. for prime, in hhds.

TOBACCO—Kentucky has been purchased to the extent of 300 hhds., at 9¼c.@13c. ₱ ℔. Market steady. There has been rather more demand noted for Seed Leaf, with sales of 100 cases new Connecticut at 50c.@65c.; 200 cases do. Sundries at 15c.@18c.; 100 cases new Wisconsin at 9¼c., and 50 cases old crop Sundries at 12c.@20c. Of Havana, sales were reported of 200 bales at 95c.@$1 05 ₱ ℔. Market essentially unaltered. Manufactured quiet within the previous range.

WHISKY—Sales, 250 bbls., in lots, at 95½c. ₱ gallon. Market unchanged.

WOOL—Much firmer rates have been claimed for desirable lots of both foreign and domestic Wool, especially the latter, the offerings of which have been on a reduced scale, checking business, though the demand from manufacturers and the trade has been decidedly brisker. The loss of stock, particularly of domestic, by the Boston fire, very seriously lessens the available supplies, giving to holders of desirable grades the advantage, and materially strengthening their confidence in the early future of values. Prices are quite generally up 3c.@5c. ₱ ℔., on a more liberal volume of dealings, largely in foreign grades. The Boston *Shipping List* of Wednesday says: "In our last report the prospects of the Wool trade looked more encouraging than at any time for six months, and dealers were in fine spirits, as an active market and higher prices were confidently looked for. By the sweeping fire of Saturday night, however, the stocks and warehouses of almost every dealer in the trade were destroyed. It is estimated that about 12,000,000 ℔s. of Wool were lost, and the amount of goods and Wool destroyed cannot be less than 20,000,000 ℔s. We do not look for much business in this department for some weeks, but it is evident that the effect of the fire will lead to even higher prices for Wool and Woolens than was anticipated. Sales of Cape have been made, and the best lots are now held at 42½c. ₱ ℔. Domestic Fleeces will probably advance full 10c. ₱ ℔. before another week, and foreign will advance to corresponding prices, as the stocks in the country are not now sufficient to meet the wants of manufacturers."

FREIGHTS—The demand for accommodation for Grain was the main feature of the market, and rates, both on berth and charter, were quoted stronger. For most other purposes the inquiry for room was comparatively moderate, on the basis of about previous quotations....For Liverpool, the reported engagements since our last, have been, by sail, 85 tons heavy goods on private terms; and, by steam, 55,000 bushels Grain at 9¼d.@9½d., mostly Wheat at 9¼d.; 7,800 bushels do., (relet room,) at 9¼d.; 500 bbls. Apples at 5s....Also, the British steam-ship Ganges, 1,542 tons, (to arrive from Boston,) with general cargo, on private terms, and placed on the berth on Messrs. E. E. Morgan's Sons line....And another British ship, 1,157 tons, with Wheat, reported from San Francisco, on private terms....For London, by sail, 3,000 bbls. Flour, at 3s. ₱ bbl.; 15,500 bushels Wheat, at 9½d. ₱ bushel....For Cork, direct, a British bark, 602 tons, with Deals, reported from St. John, at 90s....For Cork and orders, a British bark, 333 tons, hence, with about 2,400 quarters Grain at 7s. 9d.; a British schooner, 151 tons, with about 1,100 quarters Grain at 7s. 7½d.; an Austrian bark, 585 tons, with about 3,600 quarters do. at 7s. 3d., or if direct, at 7s.; an Italian bark, 301 tons, with about 2,200 quarters do., reported at 7s. 9d.; a British bark, 800 tons, (to arrive some weeks hence,) with equal to about 5,000 bbls. Petroleum, privileges extending to the Continent, on private terms....For Antwerp, by sail, 100 bbls. Provisions at 42s. 6d. ₱ ton. And the British steam-ship Mount Cenis, 931 tons net, (to arrive from Havre, hence, with general cargo, on private terms....For the Continent, a Norwegian bark, 384 tons, with about 2,600 bbls. Petroleum, from Philadelphia, (on a foreign charter) on private terms; and a British ship, 975 tons, with about 6,500 bbls. do., from do., (chartered some time previous to arrival,) at 7s. ₱ bbl....For Bremen, a German ship, 484 tons, hence, with about 3,300 bbls. Petroleum, (a recharter,) reported at 6s. ₱ bbl....For Rotterdam, by sail, 100 tcs. Lard, at 42s. 6d.; and by steam, a small lot of Lard at 50s.; and of Leather at ⅝c., and 200 boxes Extract Logwood at 40s....For Bilboa, a British bark, 320 tons, with about 2,100 bbls. Petroleum, from Philadelphia, at 8s. ₱ bbl....For Gibraltar and orders, an Italian brig, 170 tons, hence, with about 1,000 bbls. Petroleum, on private terms....For Havana, a British brig, 312 tons, with Boards and Shooks, from St. John, at $12 25, and 38c....For the north side of Cuba, a British schooner, 180 tons, with Shooks, from St. John, at 33½c....For Cardenas, a British brig, 259 tons, with Shooks, from St. John, at 37c....For Montevideo, a German bark, 341 tons, hence with general cargo, at 22c., with privilege of Rosario, at 27c....For Melbourne, a British ship, 998 tons, hence, with general cargo, on private terms.

NEW-YORK CATTLE MARKET.

NEW-YORK, Friday, Nov. 15, 1872.

Trade in horned Cattle, on yesterday forenoon, at Weehawken Yards was good; 18 cars of horned Cattle came to hand, and the contents were quickly sold off. Prices, including Texan Steers, ranged from 8¾c.@13¼c. ₱ ℔., weight from 5½ to 7½ cwt. On yesterday and today, at Communipaw Yards, trade in Beeves was good; quality ranged from common to prime, prices from 9¼c.@14¼c. ₱ ℔., including all degrees of quality; weights from 5¼ cwt. to 8 cwt. on 55 ℔s. to 58 ℔s. to the cwt. net. Milch Cows firm at last our quotations. Veals in demand from 9½c.@11½c. ₱ ℔. Sheep firm, and selling in large lots on yesterday's rates; prices from 5¼c.@6¾c. ₱ ℔. Trade in Hogs continues depressed; the arrivals of coarse Western Hogs are over-abundant. Live Hogs sold yesterday and today from 4⅝c.@5c. ₱ ℔.; City Dressed from 5¼c.@6¼c. ₱ ℔., including some lots of light Pigs; choice Porkers were held for 7c. ₱ ℔.; the market closed with a downward tendency; one lot of coarse Western Hogs, 5,000 head, dressed to 206 ℔s., net weight. Such like Hogs are too heavy even for packers.

SALES.

Sigel & Meyer sold for N. Morris 98 Illinois Steers, fair Cattle, at 12¼c. ₱ ℔.; weight 7¼ cwt. W. S. Gillett sold for P. Klemens 41 common Ohio Steers, at 10¼c. ₱ ℔.; weight 5¾ cwt. Schuster & Lauderbeck sold for N. Morris 72 Texan Steers, grazed east of the Mississippi, at 10c. ₱ ℔.; weight 5¾ cwt. F. Samuels sold for N. Morris 136 Illinois Steers, from fair to good, from 12¼c.@14c. ₱ ℔.; weights from 7¼ to 7¾ cwt. Toffey & Sons sold for N. Morris 51 common Illinois Steers, from 11½c.@11¾c. ₱ ℔.; weight 6 cwt. scant; 72 Texan Steers, at 9¼c. ₱ ℔.; weight 5¾ cwt. J. H. Dalbey sold for self 186 Texan Steers, grazed in Missouri, at 10¼c. ₱ ℔.; weight 6¼ cwt.; 68 Colorado Steers, rough Cattle from 11½c.@12½c. ₱ ℔.; weight 6 cwt. W. C. Dudley sold for N. Norris 73 Texan Steers, grazed east of the Mississippi. Coney & McPherson sold for P. Klemens 213 Illinois Steers, from fair to choice, from 11½c.@14¼c. ₱ ℔., weights from 6 cwt. to 8 cwt. S. Moses sold for P. Klemens 47 Ohio Steers, from coarse to good, from 11½c.@13c. ₱ ℔., weights from 6¾ cwt. to 7¼ cwt. T. Duffey sold for self on private sale 90 Virginia Steers. S. Ulery sold for self 6 Pennsylvania Steers, smooth Cattle, from 12c.@13¼c. ₱ ℔.; weight 7¼ cwt. P. Carey sold for self 125 rather rough State Steers, from 10c.@12¼c. ₱ ℔., weights from 6 cwt. to 7¼ cwt.

At Communipaw Sheep Market J. N. Pidcock sold late on yesterday, and on this forenoon, 196 Indiana cull Sheep, weight on average 71 ℔s. ₱ head, at 5¼c. ₱ ℔.; 94 Ohio Sheep, weight 8,940 ℔s., at 5¾c. ₱ ℔.; 209 Ohio Sheep, weight 15,210 ℔s., at 6c. ₱ ℔.; 280 Ohio Sheep, average weight 86 ℔s. ₱ head, at 6¼c. ₱ ℔.; 21? Ohio Sheep, weight 17,230 ℔s., at 6¼c. ₱ ℔.

RECEIPTS.

Fresh arrivals at Communipaw Yards for yesterday and today—1,283 head of horned Cattle, 4,680 Hogs, 3,536 Sheep.

FOREIGN MARKETS.

LONDON, Nov. 15—11½ A. M.—Consols opened at 92 for money and 92¼ for the account; United States 5-20 Bonds, 1865s, old, 93¾; 1867s, 93; 10-40s, 87¼; new 5s, 88⅝; Erie Railway Shares, 40⅝.

2 P. M.—Erie Railway Shares, 40⅞.

5 P. M.—Consols closed at 92⅛ for money, and 92⅜ for the account; United States 5-20 Bonds, 1867s, 93¼; Erie Railway Shares, 40⅞.

PARIS, Nov. 15.—The specie in the Bank of France has increased 1,000,000f. during the week past.

P. M.—Rentes, 52f. 65c.

Evening—Rentes closed at 52f. 52c.

LIVERPOOL, Nov. 15—11 A. M.—Cotton—The market opened firm; Middling Uplands, 9¾d.; Middling Orleans, 10¼d. The sales of the day are estimated at 10,000 bales. The sales of the week have been 60,000 bales, including 6,000 bales for export and 5,000 bales on speculation. The stock in port is 465,000 bales, including 54,000 bales American. The receipts of the week have been 41,000 bales, including 15,000 bales American. Actual export 15,000 bales. The stock at sea bound to this port is 224,000 bales, including 96,000 bales American. Breadstuffs—The receipts of Wheat at this port for the past three days have been 26,000 quarters, including 16,000 quarters American.

1 P. M.—Cotton—The market is firm; the sales of the day are now estimated at 12,000 bales, including 2,000 for export and speculation; sales of Middling Orleans, for November, at 10d.

2 P. M.—Breadstuffs—The market is quiet. Wheat, 11s.@11s. 9d. ₱ cental for Red Western Spring. Corn, 28s. 3d. ₱ quarter. Peas, 39s. ₱ quarter for Canadian. Provisions—Pork, 56s. ₱ bbl. for Mess.

5 P. M.—Cotton—The market closed unchanged. The sales of the day have been 12,000 bales, including 2,000 for speculation and export. Trade Report—The market for Yarns and Fabrics at Manchester is dull, and prices are rather lower for all articles. Breadstuffs—The receipts of Corn at this port for the past three days have been 7,500 quarters, including 5,000 quarters American.

Evening.—Common Resin, 12s.@12s. 3d. ₱ cwt.

ANTWERP, Nov. 15.—Petroleum—55f. for fine Pale American.

LONDON, Nov. 15.—Spirits Petroleum, 16d.@17d. ₱ gallon.

Evening.—Common Resin, 10s. 6d.@11s. ₱ cwt. Sperm-oil, £87@£88 ₱ ton.

LAW REPORTS.

COURT CALENDAR—THIS DAY.

COURT OF APPEALS—ALBANY, N. Y., Nov. 15.—The following is the Court of Appeals Day Calendar for Nov. 18, 1872: Nos. 189, 487, 488, 492, 495, 496, 498, 499.

UNITED STATES DISTRICT COURT.—IN BANKRUPTCY.—Involuntary Cases.—3475, Pierson vs. Jones; 3687, Regensberger vs. Haekes; 3692, Hall vs. Kiernan; 3695, The Chromo Steel Company vs. Gaynor et al.; 3698, McCaffery et al. vs. Gay; 3699, McCaffery vs. Hanson; 3701, Cochran vs. Courtney; 3704, Phetteplace vs. Macauley; 3712, Thaine vs. Gillmore; 3718, Sherwood et al. vs. Sease; 3719, Donovan vs. McLaughlin; 3720, Aborn et al. vs. Gruber; 3722, Shenfelt vs. Ryder; 3725, The Marine National Bank vs. Schedel. Argument Calendar—3682, Sachenbach vs. Rabr; 3383, Henderson vs. Bruce.

DECISIONS.

SUPREME COURT—CHAMBERS—NOV. 15.

By Judge Ingraham.

Mary Delany *vs.* Martin Delany; motion denied, &c.

By Judge Fancher.

The South Florida Railroad Company *vs.* C. R. Alton et al.; motion granted to continue injunction according to the order to show cause.

Sarah J. Olmsted et al. *vs.* Emeline Riley et al.; the motion to release the purchase must be denied.

In the matter of the habeas corpus of Anthony Ireland; the discharge is sufficient to exonerate from imprisonment. The petition must be discharged, &c.

Amelia A. Dietz *vs.* John Dietz; report confirmed and judgment of divorce granted; custody of child awarded to the plaintiff.

SUPERIOR COURT—SPECIAL TERM—NOV 15.

By Judge Freedman.

Thomas E. Smith *vs.* James McCormack et al.; order granted.

The Delaware, Lackawanna and Western Railroad Company; see memorandum on papers.

Conrad Jakob *vs.* J. C. Talanne et al.; see memoranda for counsel.

COMMON PLEAS—SPECIAL TERM—NOV. 15.

By Judge J. F. Daly.

Waterman *vs.* Vandemeter; case settled.

Michels *vs.* Michels; this Court has not jurisdiction of the defendant, and the decree asked for cannot be granted.

Benedict *vs.* Randell; motion denied.

Failure of a Tea Firm.

There was considerable excitement among the tea dealers of Water and Pearl streets, yesterday, in consequence of the failure of one of the largest tea firms in the City, Charles E. Hill & Co. The credit of the firm Thursday morning was undoubted, but at 5½ of the same day their suspension was announced. The capital of the firm was rated at $500,000. The amount of the liabilities are not as yet stated. There were rumors, yesterday, of the failure of other tea firms, but up to a late hour they were not confirmed.

Business in the Court of General Sessions.

In the Court of General Sessions yesterday, before Judge Bedford, William Davis pleaded guilty to a charge of robbery in the first degree, and was sent to State Prison for four years. Wm. Brown pleaded guilty to a charge of grand larceny, and was sent to State Prison for five years. Joseph Brant, convicted of grand larceny, was sent to the Penitentiary for one year, and Alfred Hummill, same offense, one year in the Penitentiary. The other cases were unimportant.

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MILLINERY.

FURS, VELVET BONNETS, $10, WORTH $15; Ladies' Hats, bargains, this day; $15 Bonnets, worth $25; Alaska Muffs and Boas. BINNS' Millinery, No. 647 Broadway. This is valuable.

BUSINESS CHANCES.

TO COUNTRY PUBLISHERS.—A REpublican printer, with exerience as an editor, having printing material suitable for a good job office, to amount of $5,000, including one quarter medium and one quarter medium Gordon presses, wishes to unite with some Republican paper in the State of New-York, in the publication of a paper; best of references given and required. Address PRINTER, No. 410 Plane-st., Newark, N. J.

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AUCTION SALES.

UNITED STATES DISTRICT COURT—Southern District of New-York.—In the matter of JOHN R. BAXTER and HENRY HENDERSON, bankrupts.—Notice is hereby given, that the undersigned, Assignee in Bankruptcy of the above-named bankrupts, will sell at public auction, at the Merchants' Exchange Sales-room, No. 111 Broadway, in the City of New-York, by Albert H. Nicolay & Co., Auctioneers, on Monday, Dec. 2, 1872, at 12½ P. M., the following assets of the estate of John R. Baxter and Henry Henderson, bankrupts. Debts due on open account: Henry L. Faris, $11 70; Henry G. D. Autin, $4 50; George P. Johnson, $121 94; Leroy Nichols, $1,131 27; Joshua H. Cort, $48 80; Wm. S. Fanshawe, $1 75; Emil Schultze, $13; Joseph Kost, $154 62; Edwin Mitchell, 65c; Seneca M. Bell, $39 32; Tappen Bowne, $6 50; Edwin Bendelari, $16 50; Charles P. Currie, $34 75; John G. Baker, $40 35; David Leavitt, Jr., $12; Wm. G. Eadie, $18 50; Muller's Farm, $48 08; Nicholas Cort, $9 15; Walter Sumner, $14; Henry P. Booth, $2 50; James E. Hadden, $11 15; Alfred H. Wilson, $3 50; George Henriques, $18; Albert Berthoud, $10 95; L. Phylisky, $7 15; Robert Bagg, $16 25; M. M. Dux, $38 69; David M. Henriques, $2 80; John H. Vanclief, $26 95; John W. Sanderson, $195 50; James P. White $27 75; George L. Virtue, $11 85; John B. Wheelock, $43 75; Henry M. Skiff, $42 40; Joseph K. Heath, $19 75; Charles F. Minton, $20; Henry W. Brintnall, $32 45; Caleb C. Norvell, $40 30; Frank L. Montgomery, $18; Walter Neilson, $5 35; Sheridan F. Yorston, $14 80; John G. Valentine, $17 65; John C. Cary, $29 38; J. C. Averill, $18; Henri de Mariel, $5; Jerome Buck, $85 40; Thomas B. Crippen, $16 35; William Mitchell, $16; Thomas Chambers, Jr., $6 50; Josiah S. Colgate, $54 65; J. C. Van Dyke, $5; Frederick Budd, $10 50; Henry Crowther, $11; John T. Davis, $5; Henry Ferris, $5; Clarence Johnson, $13 50; Charles Kimball, $1 50; Edward M. Merritt, $11 95; Jacob Rufenstein, $2; Jacob Robelle, $5; George Stoker, $5; Charles Walsh, $4; Wm. W. White, $7 15. Also, all my right, title, and interest in and to a judgment in favor of James C. Godirey, Assignee in bankruptcy of John R. Baxter and Henry Henderson, bankrupts above named, against L. R. Chichester, recovered in the Marine Court of the City of New-York, on the 29th day of March, 1871, for $94 49.

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JAMES C. GODFREY, Assignee.
JAMES K. HILL,
Attorney for Assignee, No. 44 Wall-st.

COMMISSIONER'S SALE OF THE JUNCTION RAILROAD.—Notice is hereby given, that pursuant to a decree of the Circuit Court of the United States for the District of Indiana, rendered on the 23d day of May, 1872, in a certain cause in Chancery, wherein Joseph C. Butler and Charles B. Foote, Trustees, were complainants, and the Junction Railroad Company, Morris K. Jesup and Charles Lanier, Trustees, and others were defendants; and also pursuant to a decree of the Circuit Court of the United States for the Southern District of Ohio, rendered on the 4th day of June, 1872, in a certain cause in Chancery wherein the said Morris K. Jesup and Charles Lanier, Trustees, were complainants, and the said Junction Railroad Company, and the said Joseph C. Butler and Charles B. Foote, Trustees, and others were defendants, the undersigned Receiver in the causes and Commissioner to make sale as designated in both said decrees, will on TUESDAY, the 26th day of November, 1872, at 12 o'clock noon, at the door of the Court-house of said Circuit Court of the United States in the City of Indianapolis in the State of Indiana, offer for sale at public auction to the highest bidder for cash, ($50,000 of which will be paid at the time of sale, and the balance on delivery of possession, and within thirty days from sale,) all the following property and franchises, viz.: the Railroad of the said Junction Railroad Company leading from the said City of Indianapolis, through the counties of Marion, Hancock, Shelby, Rush, Fayette and Union, in the State of Indiana, and through the County of Butler in the State of Ohio to the City of Hamilton, in said County and State, together with all the franchises of said Company, its right of way, road-bed, track, switches, depots, water stations, cars, locomotives, machinery, fixtures and property of every kind whatsoever owned by said Company, excepting, however, one and one-half acres of ground situate near the Eastern boundary of said City of Indianapolis, claimed by Jonathan M. Ridenour, and which is specifically described in said first named decree, and thereby for the present exempted from sale. The property and franchises aforesaid will be sold as an entirety, as will that portion thereof situate within the State of Ohio, as that situate within the State of Indiana, the said two decrees, which are concurrent and co-operative, so finding and decreeing.

WILLIAM D. GRISWOLD,
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ZEBULON E. TOWNSEND, Auctioneer.

TO WHOM IT MAY CONCERN.—ZEBULON E. TOWNSEND will sell at the Franklin House, Paterson, N. J., on TUESDAY, the 19th day of November, 1872, at 2 o'clock P. M., at public auction, ten (10) mortgage bonds of the Paterson and Passaic Horse Railroad Company, of $500 each, numbered as follows: 69, 70, 71, 72, 73, 77, 95, 96, 103, 110, said bonds having been assigned by George Rowland, of New-York City, as collateral security for payment of a note.

Dated Nov. 8, 1872.

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DIVIDENDS.

ADAMS EXPRESS COMPANY,
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NEW-YORK, Nov. 14, 1872.

THE BOARD OF MANAGERS OF this Company have this day declared a dividend of Two Dollars per share, payable on the 2d day of December next, to stockholders of record at the closing of the transfer-books.

The transfer-books will be closed from 2 P. M., Nov. 19, to the morning of Dec. 3.

J. C. BABCOCK,
Treasurer.

CLEVELAND AND PITTSBURG RAILROAD COMPANY,
OFFICE OF SECRETARY AND TREASURER,
CLEVELAND, Ohio, Nov. 11, 1872.

THE REGULAR GUARANTEED QUARTERLY dividend of this Company, at the rate of Seven per Cent. per annum on the new guaranteed stock, will be paid on and after the 2d of December proximo, at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, New-York. The transfer-books will close on the 15th inst., and reopen on the 2d of December.

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NOTICE IS HEREBY GIVEN THAT an election for directors of "The New-York City Rapid Transit Company" will be held at No. 25 West 4th-st., in the City of New-York, on FRIDAY, the 29th day of November, 1872.

The poll will open at 12 o'clock, noon, and remain open for one hour.

By order of the corporators.

C. VANDERBILT, Chairman.

NEW-YORK, Nov. 11, 1872.

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SECRETARY'S OFFICE ERIE RAILWAY COMPANY,
NEW-YORK, Oct. 8, 1872.

NOTICE IS HEREBY GIVEN THAT the transfer-books of this Company will be closed at its general office on the 7th day of November, 1872, and remain closed till the 18th day of November, 1872, when the books will be reopened for transfers at the office of Duncan, Sherman & Co., who have been appointed transfer agents of this Company. By order of the Board.

H. N. OTIS, Secretary.

NOTICE IS HEREBY GIVEN TO the holders of Old Mariposa Securities that the option, at present rates, to take the Mariposa Land and Mining Company's Stock will close on the 30th inst., at the office of the Mariposa Land and Mining Company, No. 34 Wall-st.

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The New-York Times.

TRIPLE SHEET.

NEW-YORK, SATURDAY, NOV. 16, 1872.

Amusements This Evening.

ACADEMY OF MUSIC.—Matinée at 1—FAUST. (Italian Opera)—Mme. Lucca, M. Jamet.

BOOTH'S THEATRE.—KERRY and JESSIE BROWN—Mr. and Mrs. Dion Boucicault. Matinée at 2.

WALLACK'S THEATRE.—OUR AMERICAN COUSIN—Mr. Sothern, Miss K. Rogers. Sunday evening CONCERT.

FIFTH-AVENUE THEATRE.—EVERYBODY'S FRIEND. Matinée at 1½—THE ROAD TO RUIN.

GRAND OPERA-HOUSE.—ROI CAROTTE—Mrs. John Wood, Mr. John Brougham. Sunday evening—CONCERT.

OLYMPIC THEATRE.—ALADDIN—Miss Lydia Thompson, Mr. Harry Beckett. Matinée at 2.

UNION-SQUARE THEATRE.—AGNES—Miss Agnes Ethel, Miss Emily Mestayer, Mr. D. H. Harkins. Matinée at 1½.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE AND CURIOSITIES—Afternoon and evening.

BRYANT'S MINSTRELS.—ETHIOPIAN MINSTRELSY—Kelly, Leon, Bryant, Reed. Matinée at 2.

ST. JAMES THEATRE.—SAN FRANCISCO MINSTRELS—Birch, Wambold, Backus and others.

TONY PASTOR'S OPERA-HOUSE.—VARIETY ENTERTAINMENT. Matinée at 2.

NO. 718 BROADWAY.—EMERSON'S CALIFORNIA MINSTRELS—Ben Cotton, Emerson. Matinee at 2.

FOOT HOUSTON-STREET.—BAILEY'S CIRCUS AND MENAGERIE. Afternoon and evening.

AMERICAN INSTITUTE.—ANNUAL EXHIBITION OF ARTS, SCIENCE AND AGRICULTURE. Day and evening.

NATIONAL ACADEMY OF DESIGN.—EXHIBITION OF PAINTINGS.

STEINWAY HALL.—Matinée at 2—GRAND CONCERT—Mr. Rubinstein, Mr. Wieniawski.

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THE NEW-YORK TIMES.
New-York City.

To Advertisers.

☞ For the accommodation of up-town residents, advertisements for insertion in the TIMES will be received at No. 54 West 32d-st., junction of Broadway and 6th-av.; No. 308 West 23d-st., opposite Grand Opera-house, at same rates as are charged at office of publication.

☞ The NEW-YORK TIMES has opened a branch office in Brooklyn at No. 111 Fulton-st., junction of Fulton and Main, where advertisements will be received until 5 P. M.

Even the most virulent section of the opposition Press is forced to concede that the President's action in regard to the appointment of the Postmaster at Philadelphia is an indubitable proof of his sincerity in the matter of civil service reform. President GRANT deserves credit for having been the first to carry the principles of civil service reform beyond the vague declarations of political platforms, and translate them into measures of active policy. The precedent set at Philadelphia will do more to clear the way for an honest and consistent course of fair dealing with the servants of the nation than a lifetime of agitation of the subject by men like TRUMBULL and SCHURZ, who only perceived the necessity of reforming the civil service when they could not get all the patronage they wanted for themselves.

As we assumed would be the case, inadequate compensation is given as the reason for the resignation of Gen. BRISTOW of the place of Solicitor-General, which he has filled with great credit to the Government and honor to himself. Many such incidents have occurred before in our history, and they are likely to be much more frequent in the future unless there is a radical change made in the compensation of public officials. There are now so many avenues open for the profitable employment in private enterprises, of great attainments and ability, that the Government cannot hope to keep competent men in its employ in positions requiring trained executive capacity or extensive professional acquirements. President GRANT has fortunately been able to secure a worthy successor to Gen. BRISTOW in Hon. SAMUEL M. PHILLIPS, but this fact cannot be cited as a proof that we are always to have such good fortune. The rule is the other way, and the only certain method of avoiding incompetency in high public station is for the Government to become just in its dealings with its servants.

Among other recent slanders against prominent Republicans, was one uttered by Mr. DAVID CLARK, that Gov. JEWELL, of Connecticut, had said to him, in Hartford, in March, 1866, that he "did not care whether JIM ENGLISH or JOE HAWLEY was elected." Gov. JEWELL replied that this could not be true, for at the time specified he was in Palestine, but Mr. CLARK took the privilege of knowing more about Gov. JEWELL's whereabouts than he did himself, and insisted upon the correctness of his statement. Finally, the dispute took the shape of a formal investigation, by arrangement of both parties, and it has just been concluded, with the result of convincing Mr. CLARK that Gov. JEWELL did know where he was in March, 1866. There was evidence that Mr. CLARK believed what he asserted, and was betrayed into a false statement by trusting to his memory of a hurried interview with one of the members of the firm of P. JEWELL & SONS. This case did not involve anything of any great importance to anybody, and it is chiefly valuable as a warning to politicians of how easy it is to mistake fancies for facts. The experience of this campaign ought to insure us something less of baseless personal vituperation in future political struggles.

We are glad to find that we were right in our conjecture a day or two since, and that the citizens of Boston utterly repudiate the idea that they are unable to support the sufferers by the late fire. It seems from our dispatches that there is a general feeling of indignation that the Relief Committee should have accepted outside aid, and that even those who have met with great losses consider this action as an expressed doubt of their ability and charity. When local pride develops itself in this way it certainly should be encouraged, and while we know our City is ready to extend any aid that may be necessary, we trust that it will not take a form which would only be a humiliation to those whom it is intended to benefit.

The latest evidence of the growth of civilization in Japan comes to us in a somewhat unexpected form. The Government has determined to establish religious equality throughout the country, and thus by one measure overthrow, as far as it is possible for a legal enactment to do, one of the strongest barriers against the approach of modern ideas and customs. Those who know how fully religious prejudices have been mingled with the hostility always evinced by the Chinese against foreigners, can alone comprehend the magnitude of this step. The Japanese are so constituted that a custom once sanctioned by authority speedily receives universal approval; and on this account, though some trouble may be experienced at first, there is every reason to believe that in ten years hence there will be less intolerance of difference of religious opinion there than in some districts of our own country.

A Live Question.

Civil service reform is coming to the front again. It has already won the President; convinced a considerable number of the ablest and best public men of the country; frightened a good many politicians, and awakened a public interest in its future, not very well defined, and perhaps not very powerful, but perhaps, also, only awaiting an opportunity of expression to be very powerful indeed. It has been anxiously considered by the political conventions of all parties, and has received from them an indorsement as hearty and as unqualified as was to have been expected from men, a large number of whom were not at all certain that they were not loading a bomb-shell that might, at no distant day, blow their most cherished plans into irrecoverable atoms. It has received a certain sort of discussion in the Press—not the most intelligent, we regret to say, nor marked by the most earnest appreciation of the importance and wide bearings of the subject, but showing plainly that it was not a safe matter to ignore. It has also had a good deal of quiet consideration by the voters of all classes, and, perhaps, more than is generally supposed by business men, who are beginning to realize that it is a question which lies at the bottom of a great many others, and must sooner or later be attended to.

Meanwhile, it should not be forgotten that, reversing the usual and supposed necessary rule in republics, more has been done than said about this reform. A method of reform has been devised and put into operation. It is, to be sure, tentative in its purpose, and its operation is as yet limited, while its continuance, suspension, or modification rests entirely with the President. But the principles on which the new method is based are essentially the most advanced, and, so far as any Reformers have elaborated them, the best. They are, indeed, very radical. The method aims at nothing less than separating the subordinate offices from politics; and though it goes toward this aim gently, and by the most conservative steps, it does go toward it, and that frankly and resolutely.

Let it be distinctly understood, that it is not the purpose of civil service reformers to carry their measures to a point where they shall interfere with the legitimate necessities of government by parties. In our country, government can be carried on only by parties. To a certain extent the officers of the Government must change occupants with a change of parties in power. It would be absurd to insist that all posts in the Government should be held irrespective of the opinions of the holders. But when the question arises at what point the line may be drawn, and where change becomes not only unnecessary but harmful, it is not hard to find a practical, if not a perfect, answer. The Commissioners of the Civil Service draw the line so as to leave out of the operation of the rules presented by them and adopted by the President, the heads of Departments and their immediate assistants and deputies, the diplomatic service, the Judiciary, and the District Attorneys.

But below this line the President's plan is strict. Its essential idea is to base appointment and promotion on merit, and to ascertain merit, first, by competitive examination, and second, by probation; certainly a practical notion, and one which is roughly carried out in every business house, small or great, in the country. It is this fact—the sincere attempt of the President to transact the business of the Government on business principles—which, in our opinion, has made this reform already more popular than a casual observer might think. It is also sure to make it more and more so, and if it should unfortunately ever become a definite issue before the people—which would be an event unspeakably discreditable to Congress—there is no doubt that the whole country could be carried for it with unprecedented unanimity.

Old and New Jobs in Street Openings.

We have received a number of letters from up-town property-owners, complaining of the heavy assessments with which they are threatened for the opening of Eighty-eighth, Eighty-ninth, Ninety-first, Ninety-third, Ninety-fifth, Ninety-seventh, Ninety-eighth and One Hundred and Fifty-second streets. One of these letters will be found printed in another column, and the general tenor of the whole is pretty nearly as follows: From the reports now on file in the office of the Commissioner of Public Works for examination and objections, it appears that the average amount of *awards* in each of the above cases does not exceed $50, being at the nominal rate of $1 for each lot. The amount of *assessments*, however, in each case, varies from about $8,000 to $10,000, being a charge upon each lot of from $20 to $500. In short, while the average amount of the awards may be stated at $1 per lot, the average amount of assessments is not less than $100 per lot, the difference being swallowed up in the costs and expenses of each proceeding. These proceedings are simply to enable the City to acquire title to the land set apart for the purposes of a public street.

It certainly does seem as if there were shameful extravagance somewhere in a system which renders possible an imposition like this. Our correspondents are tolerably unanimous in declaring that if these reports are confirmed as proposed, they will appeal to the Controller to refuse to pay the bills of costs. Precedent for this is afforded under the act of 1862, by which Judge SUTHERLAND, as referee on the taxation of the costs and expenses in the Broadway widening case, reduced the bill from $136,000 to $52,000. The legal taxable costs in each of the cases above cited, ought not to exceed, under the act of 1862, from $1,500 to $2,000, and this, together with the award of $50 in each case, would be the total amount to be assessed on the property benefited by the proposed improvements. On each lot of say 25 by 100 feet, the assessment would not, under this view of the matter, exceed an average of $10.

Undoubtedly the true remedy for those aggrieved by the proposed assessments is to oppose the taxation of the bills of costs when presented, and have them submitted to a referee, who can apply to them, as in the Broadway widening case, the law of 1862. The result would probably be a reduction of the assessment to about the amount stated. If the taxation be not opposed, it should be the duty of the Court, before whom the matter is brought for confirmation, to see that the costs are correctly adjusted under the law of 1862, and to send the reports back for correction accordingly.

The Great November Atmospheric Wave.

One of the most interesting and important of physical phenomena has lately been brought to light by the researches of the Signal Office. This meteorologic phenomenon is one which has long been recognized as confined to the British Islands and Western Europe, and has there been designated as "the great November atmospheric wave." Sir JOHN HERSCHEL, in 1863, described it as "that great periodical phenomenon whose recurrence is beginning to be recognized as one of the features of our European weather-table—a vast and considerably well-defined atmospherical disturbance, peculiar, it would seem, to this portion of the globe." The Signal Service reports now show that our continent, as well as Europe, is visited by this wave, and that, henceforth, we may regard its recurrence as a distinct feature of climate.

The first chronicled account of this periodic meteor was from the pen of DEFOE, in 1703, describing the great British tempest of Nov. 26, in which the air was seen "full of meteors and vaporous fires," several thousand houses were demolished, and the proud structure of the Eddystone light-house, with its confident engineer, were blown into the sea. In November, 1844, two English transports, then in East Indian waters, were overtaken by the same great disturbance, and thrown up among the mangroves of the Andaman Islands, twenty feet above the high-tide level. No doubt it was this same fearful and overpowering force which shook the continent of Europe on Nov. 14, 1855, and but for a timely telegram pre-announcing the approaching hurricane, in its sweep over the Black Sea, would have sent the allied fleet to the bottom, and given a different issue to the Crimean war.

The view entertained by HERSCHEL, that this aerial billow is peculiar to Europe, is thus demonstrated to be erroneous. It appears, from the late Washington meteorological reports, that the crest of this movement oversweeps our continent between Oregon and British Columbia, or is split in twain on the mountains of the Pacific Coast—one part being forced due east, over Southern Oregon to Northern Wyoming and Colorado; the other deflected through the great orographic troughs or depressions of the Rocky Mountain chain, which extends from Puget's Sound to the Columbia River, and thence eastward, over Washington Territory, Idaho, and Montana. It is evident that the climatic effect of such a vast movement must be very great, especially when we remember that it is propagated in the axial line of that vaster band of westerly wind which comes from the warm, smoking waters of the Western Pacific, and which is thus the great moderator and mollifier of the Winters of the Pacific States and the tier of our extreme North-western Territories.

The philosophy of this atmospheric wave is still a mystery with the meteorologists, but the phenomenon itself is unquestionably extended, with numerous, successive aerial undulations, through the Winter. Bearing within itself the evaporation of an ocean, it is easy to see that, when it breaks over the cold summits and peaks of the Rocky Mountains, it affords a proximate cause for the terrific snow-falls, such as were experienced last year along the lofty mountain windings of the Union and Central Pacific Railroads. These "icy pinnacles of cold sublimity" not only condense the warm, vapor-laden air into avalanches of snow, but serve to tilt or deflect the current upward, when it is still further chilled by freer radiation into space, calling forth fresh and exhaustive crystalline condensation, and the consequent liberation of vast quantities of latent heat. It is, doubtless, this liberated heat, or the warmed, snow-robbed air, which, being borne north-eastward in the general air-current, at least in part, explains the existence of the "Mild Winter Belt," or "Fertile Belt," as Mr. BLODGET, the climatologist, calls it, lying north-east of the highest peaks and ranges in Idaho and Montana, and extending to the savannas of the Attabasca and Saskatchewan Rivers.

It is probable that the arrival of this great wave of atmosphere, after its condensation on the highest ridges of the Rocky Mountains, will bring to us dries and Wintry weather. The discovery of such a phenomenon is of infinitely greater importance to us than the finding of a dozen asteroids by the astronomer, and will invest the already splendid researches of the Storm and Weather Bureau with universal interest and practical popular, as well as scientific, importance. The Government, it is to be hoped, will provide more liberally for the prosecution of its beneficent labors.

Slave Trading in the South Seas.

Japan has set a good example in discouraging the infamous coolie trade, and it is probable that the Christian powers may be called on to combine ere long to suppress similar iniquities in Polynesia. Rumors of cargoes of natives having been inveigled on board ship, and kidnapped from various islands of the South Seas, have long been rife among seamen and other travelers in that region, and now we have confirmation of these in an account printed by the Melbourne *Argus*, of the truth of which there can be no reasonable doubt. It is manifest that the scoundrels engaged in this sort of business take all possible pains to cover up their tracks, and, probably, in most cases with success. The Pacific is wide, the islands are many, the ships-of-war cruising there comparatively few, and of special safeguards against this new form of slave trade there are, to our knowledge, none at all. There is, to be sure, an imperial act promulgated by the British Government, and meant to operate against kidnapping; but, as kidnapping is a violation of International law, independently of special enactment, such an instrument is apparently only serviceable where means exist for its enforcement.

The story of the *Argus* is that a brig called the *Carl* left Melbourne in June, 1871, and that she has since been regularly engaged in the new slave trade. One Dr. MURRAY sailed in the *Carl* as surgeon, and he appears to have been her owner, and the inventor and director of her nefarious enterprises. The brig took with her from Melbourne a general cargo, and no suspicion existed that she was to go into any but a lawful trade. At Levuka the Captain left; doubtless because unwilling to join MURRAY in the plans he then made known. One ARMSTRONG, the first officer, was appointed Captain. Afterward, an authority was got from Mr. MARCH, the British Consul at Levuka, for the *Carl* to go on what is termed a "labor cruise" among the islands. In the coolie trade there is always a show of consent and legal warrant. But the proceedings of Dr. MURRAY were far more summary. The *Carl* made her way straight to an eligible island, and there the new method of engaging labor was at once put in practice. It consisted in decoying the poor natives alongside by various enticements, and then, when their canoes were favorably situated, in suddenly smashing those frail vessels by throwing heavy pieces of iron into them. While struggling in the water the luckless islanders were caught, dragged on deck, and then thrust into the hold. Here they were packed like sardines—exactly in the old, horrible way of the "Middle Passage"—until the cargo was completed. It is likely that this had been carried out by MURRAY with success often before. But, in the case which has led to his detection, there seems to have been a speedy Nemesis. The miserable natives could not escape, but in their desperation they set the brig on fire. To stop this the hatches had to be taken off. A horrible fight ensued, MURRAY, ARMSTRONG, and the crew firing volley after volley into the crowd. No fewer than seventy of the islanders were killed or wounded before the slaughter ceased. The fire was got under, and dead and wounded were bundled indiscriminately overboard together. The rest of the cargo was disposed of somewhere, and the *Carl* returned to Sydney. By some means a clue to the ghastly tale was obtained by the authorities, and Capt. ARMSTRONG and his crew have been committed for trial on the charge of murder. The ruffian MURRAY, who seems to be as adroit as he is unscrupulous, has turned Queen's evidence, and the *Argus* says that, as he is further protected by a certificate from the English Consul at Fiji, it is feared he can in no way be prosecuted.

This atrocious case will excite great attention, and in various ways may exert deterring influence as regards such crimes in the future. It is too probable, however, that the business of the *Carl* has been quietly and successfully prosecuted by other vessels, and we have little doubt that there are others engaged in it at this very time. There is a great demand for labor on the west coast of South America, and the market promises to become as tempting as the east coast of the continent has been, to the misery of benighted Africa. With such facts before them as those we have related, the naval authorities of the various maritime powers should lose no time in instructing their officers commanding ships cruising in the Pacific to observe increased vigilance, and, when practicable, to act in concert to put down a traffic no less heinous and disgraceful to humanity than that similar dark blot which began to spread before the discovery of Columbus, only to be washed away with the suppression of our great rebellion.

Gunpowder versus Fire.

Before the fire at Boston sinks into history, which it threatens soon to do, there is one subject connected with it to which we wish to call public attention. This is the more important from the fact that, should a similar disaster ever occur in this Metropolis, we should be called upon to form judgments hurriedly, and to determine our actions by the example lately given us. The particular point we wish now to consider is the manner in which gunpowder can be best employed in combating a fire. At about 1 o'clock on Sunday morning, when the fire had swept through three blocks, and was threatening the destruction of the entire northern section of Boston, several citizens—among whom was the Postmaster—went to Mayor GASTON, and urged upon him the necessity of blowing up buildings to stay its progress. According to the city statutes, the authority to act in this matter is vested solely in the Chief Engineer of the Fire Department. The gentlemen mentioned were referred to him, and after some little conversation, received orders from him, several of which we have seen, which read somewhat as follows:

"——— is hereby authorized to blow up such buildings as in his judgment he may deem necessary to stop the fire."

These orders, which delegated power to destroy millions of dollars' worth of property, were hastily written and delivered without the least examination, and with hardly a command, to a dozen or more private citizens, who, thus armed, forthwith began, to the best of their ability, the work of destruction.

It is needless to say that the Chief Engineer has since found many reasons for regret in the manner in which the delegates thus empowered fulfilled their several offices. Little attempt was made toward concerted action, each, as a general thing, going his own way and blowing up such buildings as his private judgment might dictate. It is, perhaps, fortunate for Boston that the supply of gunpowder was small, for otherwise the devastation committed by these amateur miners might have been infinitely greater. As it is, there is very little reason to believe that these efforts were productive of any good. To begin with, the citizens who undertook the business did not understand the use of fuses, and the firemen, quickly perceiving this, could be induced only with great difficulty to go near a building that had been shattered by one explosion, from fear lest another would follow it, caused by kegs that the fire had not reached. This was in the highest degree demoralizing; but when to this is added the fact that a lamentable want of judgment was shown in the buildings selected for leveling purposes, it will be seen that Chief Engineer DAMRELL has good reason for regretting his action in the matter. Solitary buildings were blown up, which, when the fire reached them, burned all the more readily on this account. On Kilby-street, a large granite block, which was probably more thoroughly fire-proof than any building in the district burned, was selected as a suitable object for gunpowder practice, while buildings on either side of it, which could in no way be compared to it for safety, were left standing until the fire had consumed them. The error in this case was in not making the former edifice a breastwork, and leveling from it in both directions.

It will be said that it is very easy to be wise after the matter is all over—and so it is; but it will be in a still higher degree wise, if our City authorities take some action on this subject, so that we may not be found equally unprepared. The destruction of buildings, when carried on in accordance with a systematic plan, has been found to be a measure of great utility in arresting the progress of a great fire. But in order that it may be of any service, those in charge of the work must have some faint conception of the end in view and the best means of attaining it. To take at hap-hazard a dozen or fifteen of our citizens, though they may be eminently respectable, and set them at an undertaking of this kind, is far from being a guarantee of its successful performance. Organization must be effected beforehand, and the sooner we set about it the better.

The Lecture Season.

The original aim of the lecture system in this country undoubtedly was to provide a form of popular entertainment which should combine the useful and the amusing. In the days when the Puritan influence was stronger than it has latterly become, there was a tendency in the public mind to condemn amusement pure and simple, as an idle waste of time, and to insist that no recreation could be mentally and morally wholesome unless it was strongly seasoned with utility. For this reason the theatre and the opera long languished under faint patronage, or were openly condemned as vain amusements, which could by no possibility benefit those who indulged in them. The lecture, on the other hand, was understood to be instructive, and whatever amusement it might furnish was held to be neutralized and rendered innocuous by the prosaic facts and useful information which it presented.

In time, however, the craving of the unregenerate mind for amusement uncontaminated with instruction exercised a marked influence upon the character of the average lecture. Instead of lectures descriptive of foreign countries, and enlivened with nothing more amusing than the exhibition of an occasional mummy, or a bit of stone from the the ruins of Solomon's Temple, the lecturer on moral and political questions, who plentifully sprinkled his discourse with jokes and humorous anecdotes, made his appearance and won a wide popularity. Gradually the lecture became first of all amusing, and only occasionally or incidentally instructive. People went to hear the comic stories of the great opponent of hasheesh-eating or the renowned advocate of the abolition of the whipping-post, and cared little what arguments either lecturer might present in behalf of his ostensible theme. Finally the comic lecturer, whose avowed mission it was to make his audience laugh, cast off all pretense of instructing the public, and straightway found himself the most popular of all purveyors of lyceum lectures.

Of course, we have not at any time been without lecturers who really said what was worth hearing and remembering, as well as what furnished food for an hour's amusement. It is undeniable, however, that the tendency has latterly been toward making the lyceum a rival of the negro minstrel hall, or, rather, toward substituting a farcical monologue for the well-played comedy of the first-class theatre. The friends of the lecture system ought, therefore, to congratulate themselves on the promise of a return to the legitimate purpose of the lecture, which the present season has afforded. We have recently had among us one of the most brilliant writers of history of whom English literature can boast, and his lectures, which were at once historical, political, and humanitarian in their character, have been listened to with the interest that the lecture-going public has heretofore reserved for the jokes of some Great Western Humorist. In another city, the purely scientific lectures of one of the foremost scientific men of the day have met with a like success, while the pleasant discourses of Messrs. MACDONALD and YATES upon purely literary topics, and the entertaining experiments of Prof. PEPPER and his choice company of scientific ghosts have each met with a fair share of popularity.

The success of these lecturers is an evident indication that the lyceum is not to be abandoned entirely to the comic person, with his budget of old and new witticisms. While there is no reason to dread a return to the dreary days when MURRAY's *Hand-books of Travel* were served up with maps and mummies from the lyceum desk, there is reason to suppose that the presentation of useful information in a popular form is henceforth to be the distinguishing characteristic of the lecture. So long as good theatrical performances and excellent music are plentifully provided, the lecture ought to be kept to its original aim, and not forced into a feeble rivalry with the amusements that aim only to amuse.

MINOR TOPICS.

The snow is coming at least a week sooner than last year, and all the probabilities point to a severe Winter. As it grows colder out of doors, we trust that our readers in their cosy homes will remember the claims of the industrial schools and other charitable enterprises, whose appeals for aid are appearing from day to day in our columns. There will probably be less destitution in the City this Winter than last, because, among other reasons, Tammany has not had the power of crowding hundreds of laborers upon public works before election day, only to be turned off after the contest was over. There will, doubtless, be enough, however, to employ all the agencies which systematic and well-directed charity can bring to bear upon it. Now, as always, indiscriminate and thoughtless alms-giving ought to be discouraged.

The advance guard of the great army of female voters seems likely to get into trouble. A hard-hearted United States Commissioner at Rochester has issued warrants for the arrest of Miss SUSAN B. ANTHONY and her fourteen female companions, who deposited their ballots as citizens of the United States at the late election. The poll inspectors appear to have been struck with a momentary panic when confronted by Miss ANTHONY and her intrepid band, and seem to have suddenly forgotten that the disputed word "person" was, in the Constitution, a term of limited application. It remains to be seen whether Commissioner STORRS will be able to retain his attitude of Rhadamanthine severity when these fifteen ladies appear before him, in grim and terrible array, in his own Court.

This is decidedly an unwholesome season. The "epizoötic" has attacked the mules in the coal regions, and the unfortunate horses have tumbled out of catarrh into dropsy. The chickens have been stricken by a mysterious complaint, and now come cable telegrams announcing sickness among various royal and noble personages of Europe. The King of Spain has got "articular rheumatism;" Prince FREDERICK WILLIAM, of Prussia is "indisposed," and Prince BISMARCK lies at Varzin, under the treatment of the doctors. These things have all a melancholy significance, and there is much food in them for moralizing; but what would become of us if an epidemic should suddenly assail our Thanksgiving turkeys? *Absit omen!* The mere mention of the contingency is painful.

The full official vote of Pennsylvania shows that GRANT'S majority reached enormous figures, 137,728. Yet his vote was 3,698 smaller than HARTRANFT'S in October, while GREELEY'S vote was 105,799 less than BUCKALEW'S. As a proof of what sportsmen call the "staying" power of the Democracy, we think this is conclusive—if staying at home be any test.

One of the most opportune advantages for the working of the civil service reform is presented by the fact that between now and the first of January, the 460 Collectors and Assessors of internal revenue—with their deputies, clerks, &c., have to be reduced to sixty of each class. The districts will be consolidated and the best men selected to take charge of them. Here will be the most complete probationary term, with all its results on record to guide the appointing power.

Hollow walls, filled with water, are the suggestion of the *American Artisan* for securing fire-proof structures. The device is clearly stated and ingeniously defended by the author, and we leave it to the engineers to make the best—or the worst—of it.

Personal.

Capt. C. Murry and Col. J. H. Stuart, of the United States Army, and Commodore J. S. White, of the United States Navy, are at the Grand Central Hotel. Hon. E. W. Sandder, of Trenton, N. J.; Gen. W. H. Harris, of Mississippi, and Gen. Wm. B. Franklin, of Hartford, are at the New-York Hotel. Marquis de Bassard, of France; Capt. Burgoyne, of the British Army, and Prof. Pierce, of Cambridge, are at the Brevoort House. Gov. Marshall Jewell, of Connecticut; William L. Scott, of Erie; Daniel Dougherty and Edward Shippen, of Philadelphia; Wm. Massey and Thomas F. Adams, of the Boston Relief Committee, and M. Courtright, of Pennsylvania, are at the Fifth-avenue Hotel. Senator L. Chandler, of Michigan, and E. J. Loomis, Sergeant-at-Arms of the State Senate, are at the St. Nicholas Hotel.

The German Republican Central Committee—A Banquet to be Given to Celebrate the Republican Victories.

The German Republican Central Committee, Wm. Geilmann presiding, held a meeting at the Teutonia Assembly Rooms, last night, for the purpose of winding up the affairs of the late campaign. Resolutions, introduced by the Executive Committee, were passed, declaring that by the result of the late campaign it has been shown that the Republican Party is truly a national party, and the only party by which reforms in the administration of national affairs can be achieved; that the Republican Party is the only party which has the confidence of the great mass of the American people; and that the re-election of Gen. Grant, the election of Senator Wilson to the Vice-Presidency, the election of Gens. Dix and Robinson, and the result of the election for the Mayoralty, are subjects of congratulation to all true Republicans and patriotic citizens. Action was then taken to make arrangements for a banquet to commemorate the national Republican victories of the campaign of 1872, and after some discussion a committee of one from each Assembly District was appointed to take in hand the arrangements for the celebration. The Jubilee banquet is to come off at an early day. The German Republican speakers and leaders of the campaign will be present on the occasion.

AMUSEMENTS.

Musical.

ITALIAN OPERA.

"La Nozze di Figaro" was represented at the Academy of Music, last evening, and a very numerous audience was assembled to enjoy the performance, and especially that part of it borne by Mme. Pauline Lucca, whose admirable personation of *Cherubino* has already been noticed here. The entertainment, which terminated at a late hour, did not differ in any material respect from the earlier recital of the opera. Mme. Lucca, whose absence, on account of illness, has been much felt, was the object of a hearty demonstration of welcome, and "Voi che Sapete" was, of course, repeated; while the exquisite duo, "Sull' aria," was also given twice. To-day, at the matinée, "Faust" is to be done, with Mme. Lucca as the heroine.

ASSOCIATION HALL MATINEES.

An effort to give a series of really good concerts at a half-dollar rate of admission deserves attention. Such an effort is now being made by what is termed the Brown and Whitney Combination, at the Saturday matinées at Association Hall. The programmes for these concerts seem to be selected with a careful appreciation of what is good as well as of what is popular. At last Saturday's concert Mrs. Brown sang Gounod's "Ave Maria" with much feeling, and showed vocal fluency in Verdi's "Saper vorresti." To-day she will sing Mozart's "Batti, batti," and a new song, written for her by Mr. Pease, the pianist, besides taking part in duets and quartets. Mr. Whitney, the Boston basso, will also sing to-day a new song, by Randegger, and other selections. Boston also contributes to this forthcoming concert a new tenor, Mr. Packard, of whom good things are spoken. Besides these attractions, Mr. Feininger, the violinist, Mr. Pease, the pianist, and Mr. Pearce, the organist, are all to take part in this matinée. These artists are all good in their respective lines, and, united, they can offer a programme which must prove very enjoyable. Here is an opportunity for those who inveigh against the ruling high prices of admission to concerts to prove their willingness to patronize, at a minimum of expense, our best local talent, and at the same time to hear some of Boston's most noted singers.

The Lecture Season.

MERCANTILE LIBRARY ASSOCIATION.

Great pains have been taken by the officers of the Mercantile Library Association to make their course of lectures this season one of exceptional brilliancy and value. A glance at the list, as it is now arranged, proves that their efforts have not been in vain. The following are the appointments, which, beginning with next Monday evening, Nov. 18, will continue for nine consecutive Mondays thereafter: 1. George MacDonald, subject, "Thomas Hood;" 2. Edmund Yates, "The English Parliament;" 3. Miss Lilian Edgarton, "Gossip, its Cause and Cure;" 4. Wendell Phillips, "Daniel O'Connell; 5. Bret Harte, "The Argonauts of '49;" 6. Prof. J. F. Pepper, "Snow, Ice, and Glaciers;" 7. Henry Ward Beecher, subject to be announced; 8. Mrs. Scott-Siddons, Readings in Costume; 9. Col. John Hay, "Heroic Life in Washington;" 10. John B. Gough, "Now and Then," (new.) The subscription for these ten lectures is but $5, and this includes a reserved seat. The character of the lecturers, and, we may add, that of the audiences, will render the course remarkably attractive. Mr. Peter Voorhis, the President of the Mercantile Library Association, is doing his utmost to make the lectures in all ways prosperous, and we have not the least doubt his success will be complete.

"Independent Journalism."

On Thursday last, Mr. Greeley announced that "henceforth" it would be his endeavor to make the *Tribune* a thorough independent journal. As the Professor had steadfastly declared for several months past, that the *Tribune* was no longer an "organ," there must clearly either be an intermediate stage between an independent journal and an organ, or Mr. Greeley has grave doubts about the success of the Professor's management.

It seems a pity that "H. G." should not have been allowed to lead the *Tribune* into the flowery paths of "science, industry, and the useful arts," without being subjected to the ironical compliments of professed friends. It could hardly have been pleasant, for example, to find the journal usually known to the *Tribune* as the New-York *Blatherskite* shouting with great apparent cordiality, "Thou also art become like unto us," and giving the ex-candidate and his newspaper a patronizing welcome into its choice circle. Here is the juvenile story-book way in which the *Blatherskite* introduces "H. G." into the ranks of independent journalism:

"With a broad smile on his youthful old face he takes up the pen, 'which he relinquished on embarking in another line of business six months ago,' and promises never to play Old Man of the Sea any more. He is going to make a thoroughly independent journal, abandoning all other 'lines of business,' and that is a better and braver thing than being 'a candidate for any office.'"

And here is the way in which "H. G." paid his resprots to the theory of independent journalism in general, and the *Blatherskite's* type of it in particular, on Jan. 4, 1871:

"That what styles itself an 'independent' journal is inevitably a fraud, we have long felt and known. The essence of its profession is an assumption of indifference to the ascendency of this or the opposite party, which does not exist. In a free State, whereof the people are intelligent, no journalist is or can be indifferent; and an affectation of impartiality necessarily cloaks some selfish and sinister design."

"'What! Is no one indifferent to the rise or fall of parties in our country?'

O yes! There are many so imbecile or so profoundly ignorant that they do not even know who is President, or which party triumphed in the last Federal election. There are ecclesiastics whose days and thoughts are so intently fixed on heaven or Rome that they know nothing of political parties. There may be men so music-mad, or so absorbed in scientific study and investigation, that they heed not the surges of political contention. But none of these edit journals devoted to news and public affairs; and we are speaking of journalists. One of these may devote his columns to religion, or music, or chemistry, or agriculture, and maintain a rigorous silence with reference to politics. He does not affect indifference; he simply practices reticence. But the editor who devotes his thoughts, his pen, his columns, to the discussion of transpiring events and the men who influence and figure in them, is led, by the exigencies of his daily vocation, to pass judgments thereon; and these judgments necessarily incline him to regard one party with more favor than its antagonist. If a knave, he may be suborned to write adversely to his convictions; but even this will not wholly efface them, and cannot render his profession of indifference other than a lure and a cheat.

If a journal professing indifference to party success, and extensively read by men of diverse views, could have an editor-in-chief who really felt such indifference, he must have assistants in his work; and these would share neither his impartiality nor his responsibility. They would inevitably give a coloring to their narratives or their criticisms favorable to the party with which they respectively affiliated; and they would be bribed by unscrupulous party managers to do this if their scruples or their attachment to their positions restrained them from so doing without prompting or pay. Of this truth, the history of our City Press of the 'independent' variety affords notable confirmation.

The New-York *Herald* was founded by one whose mental constitution forbade his being a Whig in the past or a Republican in the present. Profoundly imbued with the conviction that politics is a mere game—that every man has his price—that a virtuous woman is one who has not yet been found out, and an honest bank officer one who has not yet found his opportunity to make a satisfactory grab—he could not be other than a Hard-Money, Free-Trade Democrat of the 'Loco-Foco' stamp. Hence you may read in his columns throughout the Summer of 1837 the most confident and positive assertions that the banks (which had just suspended specie payment) would never resume—that their notes would steadily and rapidly depreciate in value until they became as worthless as the old 'Continental' shinplasters. So the first suggestions of a railroad to the Pacific were ridiculed by him as on a par with proposals to build a bridge across the Atlantic or a tramway to the moon. A cynic, a skeptic, and at heart a monarchist, the editor of the *Herald* could take no other views of our current politics than such as identified him with our Sham Democracy."

THE COUNTY CANVASS.

The Board of Supervisors at Work Yesterday—Condition of the Returns—Very Little Progress Made in the Count.

The members of the Board of County Canvassers reassembled yesterday in the Chamber of the Board of Supervisors, Alderman Conover presiding. There were hardly more than half a dozen Supervisors present at any time, and in consequence of the gross irregularities of the inspectors and poll clerks in not properly indorsing and signing their returns, the canvass was carried on slowly. At 11½ Supervisor Fitzpatrick signified his readiness to proceed with the canvass of the First Assembly District, which was then commenced.

There were no returns from the Fourth Election District, while the Ninth and Fifteenth were so irregular that they were laid aside and the inspectors and poll clerk were sent for. Alderman Van Schaick moved that Supervisor Vance be appointed a committee of one to act in conjunction with the Assistant Secretary of the Board and the inspectors and poll clerks in the revision and correction of the returns. This caused quite a lively discussion, in which several of the members took a part.

Alderman Plunkit objected to any one member of the Board being empowered to correct any of the returns, for if there were any corrections to be made they ought to be made before the whole Board.

Gen. Cochrane considered Supervisor Vance just the man for the Committee, and as they were there to perform the duties of supervisors, let them do everything in a legal and proper manner. However, if it was deemed necessary to have more than one on the Committee, he proposed the Chairman name two members in addition to Mr. Vance. The Chair then named Vance, Cochrane, and Martin as the Committee.

The returns from the Seventeenth Election District of the First Assembly District were incomplete. The inspectors and poll clerks were sent for. Those of the Twentieth were also irregular. The Board then took a recess until 3½ o'clock.

AFTER RECESS.

The Board reassembled at 4 o'clock, ten canvassers being present—Messrs. Conover, Fitzgerald, Joyce, McLaren, Plunkitt, Wilder, Coman, Cochrane, Falconer, Vance—which constituted a quorum. The Fourth District was then taken up, of which Supervisor McLaren had charge. In the First Election District, there being no return of the Assistant Aldermanic vote, the inspectors were sent for. In this district the County Clerk's returns showed, on the Aldermanic ticket, in the vote for Lysaght, 163 in figures and 173 in writing. In the supervisors' returns, it was 163 both in writing and in figures, and the preponderance being in favor of the lower number, the vote was entered at 163.

Mr. Waterbury, counsel for Lysaght, intends to contest the regularity of this proceeding, and will contend that 173 is the vote that should be recorded.

In the Third Election District the inspectors were sent for to correct some irregularities in the vote for Presidential Electors and Judges of the Supreme and Superior Courts. There being no vote for member of Assembly in the supervisors' returns, the vote was taken from the County Clerk's returns.

The Aldermanic vote of this district showed 107 for the Tammany candidates, except Shiels and McLaren, who each had 251. The Republican candidates received 2 votes, while the Apollo men did not receive a single vote. This caused considerable laughter among both canvassers and spectators.

In the Fourth Election District, on motion, the inspectors were sent for to correct the returns, the number of votes received by the different candidates being, in most cases, only given in figures and not in writing, the law requiring inspectors to make their returns both in writing and in figures.

Supervisor Conover called attention to the fact that in the Eighth Election District some of the returns were not signed by one or two of the inspectors. No one, however, objecting to the district being canvassed, it was proceeded with.

The vote in the Ninth Election District for Shiels being on the County Clerk's returns 103 and on the supervisors' 130, the inspectors were sent for to correct the discrepancy.

The inspectors were sent for to correct the vote of the Eleventh Election District for Judges of the Superior Court. In the supervisors' returns no vote was given for member of Assembly, and for only seven of the Aldermen. On motion, the vote was taken from the County Clerk's returns.

The inspectors of the Fourteenth Election were also sent for in regard to the vote for Supreme Court Judge.

On motion of the Chairman, the inspectors of the Fifteenth Election District were sent for to correct the Aldermanic returns, some of the Aldermanic candidates being credited with no votes at all, and 308 being written over 223 as the vote for Shiels.

In the Seventeenth Election District the vote for Mr. Cafferty was given at 60 on one return, and 6 on another. It was recorded at 66, his name being entered twice, both numbers being added together. The inspectors were sent for, there being no returns for Assistant Alderman.

The returns from the Eighteenth Election District were very much mixed, two different numbers of votes being credited to several of the Aldermanic candidates. It was resolved, on motion, to allow both amounts, it not being considered necessary to send for the inspectors.

The inspectors of the Twenty-sixth Election District were sent for to correct the returns of the Aldermanic vote, they being supposed to be incorrect in the vote returned, being over the registry.

After another recess the canvassers took up the Sixth Election District, after it was arranged that the Fifth, Seventh, Eighth, and Ninth Districts would be canvassed today.

In the Aldermanic vote, Fourth Election District, Sixth Assembly District, one man was 100 ahead of his ticket, and another 100 behind it. A proposition to add up, and then divide the total between the two gentlemen, was not agreed to, and the inspectors were sent for.

In the Ninth Election District the supervisors had no returns, and those of the County Clerk were read, with a proviso that they were to be compared with those of the supervisors.

In the vote on Flannigan in the Thirteenth Election District, the supervisors had it written and in figures 92, and the Bureau of Election written ninety-two and in figures 192. The inspectors were sent for.

During the reading of the returns of the Fourteenth District, Alderman Falconer said he was informed by an inspector that there were such discrepancies in the returns that the total would not give what was down as the whole vote.

Chairman—Very well, Sir, bring him down.

The announcement was followed by general smiling, head shaking and winking by the "knowing" ones.

The supervisors had no returns for Mayor in the Seventeenth District, and to save time it was decided to take those of the County Clerk.

At the conclusion of the reading of the returns for the Sixth Assembly District, the Board took a recess until 11 o'clock this morning.

The Greenville, N. J., Street Commission Muddle.

The Committee of twenty-seven appointed some time since to examine into the accounts of the Street Commission of Greenville, Hudson County, has reported that a partial examination of the books and vouchers showed a deficit of $21,000 out of the $62,000 tax levy for 1872, and that the Commissioners have declined to permit any further examination. The Committee has issued a call to the tax-payers of the town to meet on Tuesday evening and proceed in a body to the Commissioners' rooms to request them to resign. The feeling of the people seems generally to be against the Commissioners, whose appointment they believed uncalled for. President Seymour, of the Commission, denies wholly the charge of a deficiency, and also that the Committee was ever refused the right of a full examination of the accounts and books. During the last two years the rate of taxation in Greenville, which borders Jersey City on the south, was increased so rapidly that it is now greater than that of Jersey City. This and the feeling against the Street Commission leads many to desire consolidation with the larger city, and the Board of Chosen Freeholders has ordered a special election, to be held on the second Tuesday of December, on the subject of the annexation. Should the citizens decide in the affirmative, the Legislature will, as soon as it meets, grant a new charter consolidating the two cities.

The Jersey City Police Commissioners' Controversy.

An application was made yesterday morning in the Supreme Court, Trenton, by Leon Abbett, for a mandamus and a writ of quo warranto to try the title of the two Boards of Police Commissioners of Jersey City, and to compel the old Board to surrender to the new Board the books and property of the Police Department. An early day will be fixed by the Court for a hearing of the motion.

The Plymouth Memorial—A Permanent Mission Fund to be Raised.

As an appropriate commemoration of the close of the twenty-fifth year of Mr. Beecher's pastorate, the trustees of Plymouth Church, Brooklyn, proposed raising a permanent fund for the support of the two missions, Bethel and Navy, established by the congregation. A committee was appointed to consider and report upon the means of raising and investing the money that might be collected, and they submitted their report last evening, at the close of the usual Friday evening prayer-meeting in the lecture-room of Plymouth Church. A meeting was organized, Mr. Beecher presiding, to receive the suggestions of the Committee, and, on the recommendation of the latter, it was decided to pay over the amount, when collected, to another corporation of the members of the church, to be formed under the statute for the organization of benevolent corporations, making the donors, or a part of them, corporators, and naming as trustees for the first year the present trustees of Plymouth Church. The new corporation will be known as the Plymouth Memorial Fund Association, and will continue in operation, even if Plymouth Church should discontinue its mission work, the revenue in such event being used for the support of similar mission schools in the City of Brooklyn.

It has been decided to raise $50,000, and for this purpose circulars will be sent to all the members of the church, resident or otherwise, and blank subscription forms will be handed to the congregation at the morning service of the second Sunday of December, when it is expected nearly if not quite the full amount will be made up; but should there be any deficiency, subsequent subscriptions will be taken up.

NEW-YORK.

Official Canvass of the County Votes.

We continue this morning the publication of the official canvass of the votes of the several counties of this State on the 5th inst., as follows:

ALLEGANY COUNTY.

	Rep.	Dem.	Maj.
Electors	6150	2961	3189
Governor	6122	3107	3015
Lieutenant-Governor	6168	3103	3065
Canal Commissioner	6106	3118	3088
Inspector of Prisons	6126	3117	3009
Congressman at Large	6131	3085	3046
District Congressman	5997	3158	2839
Assembly	6050	3137	2913

Court of Appeals—For, 2623; against, 1214.

CHAUTAUQUA COUNTY.

	Rep.	Dem.	Maj.
Electors	8131	4880	3251
Governor	8220	5018	3202
Congressman at Large	7877	5287	2590
District Congressman	7475	5567	1908
Assembly, First District	3579	1719	1860
Assembly, Second District	4475	3371	1104

DUTCHESS COUNTY.

	Rep.	Dem.	Maj.
Electors	8235	8636	401
Governor	8327	8682	355
Lieutenant-Governor	8268	8863	595
Canal Commissioner	8343	8795	452
Inspector of Prisons	8339	8795	456
Congressman at Large	8160	8975	815
District Congressman	8144	8996	852
Assembly, First District	3729	4557	828
Assembly, Second District	3728	4996	1268

Canal Fund—For, 2032; against, 396.
Court of Appeals—For, 3300; against, 25.

GREENE COUNTY.

	Rep.	Dem.	Maj.
Electors	3440	3708	263
Governor	3536	3718	182
Lieutenant-Governor	3496	3826	330
Canal Commissioner	3492	3841	349
Inspector of Prisons	3508	3823	315
Congressman at large	3517	3821	304
District Congressman	3529	3809	280
Senator, (vacancy)	3560	3739	179
Assembly	3272	4052	780

Court of Appeals—For, 1266; against, 257.
Canal Fund—For, 1; against, 38.

JEFFERSON COUNTY.

	Rep.	Dem.	Maj.
Electors	8481	5769	2712
Governor	8453	5971	2482
Lieutenant Governor	8480	5974	2506
Canal Commissioner	8487	5985	2502
Inspector of Prisons	8488	5984	2504
Congressman at Large	8469	5972	2497
District Congressman	8451	5985	2466
Assembly, First District	4127	2540	1587
Assembly, Second District	3865	3565	300

Canal FundU For, 17; against, 227.
Court of Appeals—For, 2966; against, 220.

LIVINGSTON COUNTY.

	Rep.	Dem.	Maj.
Electors	4734	3350	1384
Governor	4707	3475	1232
Lieutenant-Governor	4733	3496	1237
Congressman at large	4677	3540	1137
District Congressman	4579	3640	939
Assembly	4706	3485	1221

MONTGOMERY COUNTY.

	Rep.	Dem.	Maj.
Electors	4113	3742	371
Governor	4165	3828	337
Lieutenant Governor	4120	3910	210
Canal Commissioner	4123	3917	206
Inspector of Prisons	4129	3918	211
Congressman at Large	4077	3948	129
District Congressman	4043	3989	54
Assembly	4105	3903	202

MADISON COUNTY.

	Rep.	Dem.	Maj.
Electors	6096	3898	2198
Governor	6089	4013	2076
Congressman at Large	6064	4058	2006
District Congressman	6060	4047	2013
Assembly, First District	3203	1678	1525
Assembly, Second District	2615	2608	7

OSWEGO COUNTY.

	Rep.	Dem.	Maj.
Electors	9559	6443	3116
Governor	9292	6932	2360
Lieutenant-Governor	9433	6837	2596
Canal Commissioner	9486	6789	2697
Inspector of Prisons	9435	6832	2603
Congressman at Large	9353	6764	2589
District Congressman	9350	6794	2556
Assembly, First District	3051	2922	129
Assembly, Second District	2533	2752	219
Assembly, Third District	3341	1686	1655

Canal Fund—For, 0; against, 17.
Court of Appeals—For, 5 289; against, 62.

ONTARIO COUNTY.

	Rep.	Dem.	Maj.
Electors	5578	4047	1531
Canal Commissioner	5609	4212	1497
Inspector of Prisons	5612	4206	1406
Congressman at Large	5522	4203	1319
District Congressman	5562	4171	1391
Assembly, First District	2660	2395	265
Assembly, Second District	2791	1119	1672

ORLEANS COUNTY.

	Rep.	Dem.	Maj.
Electors	3857	2391	1466
Governor	3872	2518	1354
Lieutenant-Governor	3887	2533	1354
Canal Commissioner	3833	2551	1232
Inspector of Prisons	3878	2554	1324
Congressman at Large	3851	2504	1347
District Congressman	3803	2557	1246
Assembly	3858	2473	1385

Canal Fund—For, 86; against, 2680.
Court of Appeals—For, 2037; against, 310.

SENECA COUNTY.

	Rep.	Dem.	Maj.
Electors	2903	2867	36
Governor	2917	2990	73
Lieutenant-Governor	2915	3044	129
Canal Commissioner	2914	3063	149
Inspector of Prisons	2914	3061	147
Congressman at Large	2914	3011	97
District Congressman	2899	3016	117
Assembly	2889	3023	134

Court of Appeals—For, 2738; against, 34.
Canal Fund—For, 148; against, 94.

ULSTER COUNTY.

	Rep.	Dem.	Maj.
Electors	8672	7760	912
Governor	8663	7913	750
Lieutenant-Governor	8577	8663	914
Canal Commissioner	8576	8143	433
Inspector of Prisons	8569	8151	418
Congressman-at-Large	8370	8375	5
District Congressman	8485	8222	253
Assembly—First District (Dem.)			306
Assembly—Second District (Rep.)			226
Assembly—Third District (Rep.)			12

Canal Fund—For, 2,255; against, 2,422.
Court of Appeals—For, 380 ~ against, 638.

WASHINGTON COUNTY.

	Rep.	Dem.	Maj.
Electors	6535	3765	2770
Governor	6554	3865	2689
Lieutenant-Governor	6532	3942	2590
Canal Commissioner	6533	3947	2586
Inspector of Prisons	6538	3943	2595
Congressman at Large	6435	3959	2446
District Congressman	6360	3974	2386
Assembly, First District	3490	2065	1325
Assembly, Second District	2799	2053	746

Canal Fund—For, 649; against, 923.
Court of Appeals—For, 3100; against, 32.

WAYNE COUNTY.

	Rep.	Dem.	Maj.
Electors	6164	3768	2396
Governor	6204	3883	2321
Lieutenant-Governor	6187	3985	2202
Canal Commissioner	6187	3986	2201
Inspector of Prisons	6184	3984	2200
Congressman-at-Large	6140	3980	2160
District Congressman	6077	4016	2061
Assembly, First District	3139	2646	493
Assembly, Second District	2588 823	953	812

Canal Fund—For, 39; against, 362.
Court of Appeals—For, 1,051; against, 13.

WYOMING COUNTY.

	Rep.	Dem.	Maj.
Electors	3909	2301	1608
Governor	3945	2363	1582
Lieutenant-Governor	3935	2397	1538
Canal Commissioner	3940	2393	1547
Inspector of Prisons	3942	2392	1550
Congressman at large	3932	2372	1560
District Congressman	3967	2290	1677
Assembly	3926	2355	1571

Court of Appeals—For, 1831; against, 104.

Roscoe Conkling.

From Harper's Weekly.

One of the good results of the election is the return of Mr. Conkling to the Senate for six years more. His part in the campaign in New-York has been most conspicuous. It has, indeed, been one of the most vigorous and effective canvasses ever made. At the Cooper Institute, in July, Mr. Conkling made a very comprehensive and powerful speech, which has probably been of as much service as any speech in the campaign as a magazine of fact and argument. The Senator immediately began a tour of the State, and from time to time until the election, by day and by night, in cities and towns and villages, he addressed hundreds of thousands of people. He has made himself personally known in every part of the State, and we presume that all who have heard him, friend or foe, agree that in Roscoe Conkling the Empire State of New-York has a fit representative in the Senate of the United States.

A man of the highest honor; of great and conceded ability; of profound political conviction; of long and ample legislative experience; a trained and admirable debater; highly cultivated; of a ready wit and piercing satire; thoroughly conversant with public affairs; with a marvelous memory that holds all his resources at easy and instant command, and a flowing eloquence that impresses and persuades—Mr. Conkling is one of the chiefs of the Senate, and one of the most justly eminent of our public men.

It was the fashion among those who became "Liberal" Republicans to decry him as one of the Senatorial "ring," and to insinuate that in some manner he countenanced disreputable men and measures. The phrase "Senatorial ring" means only this, that the recognized leaders of the majority usually act in concert: and as they naturally vote with their party associates, and they prevail, whatever is done is attributed to them, and they are declared to act from unworthy motives. Thus Mr. Conkling and his friends were said during the last session to have attempted to smother investigation. Nothing is more untrue. They promoted investigation, but they did, most properly, seek to prevent a perversion of investigation. The "Liberal" game, as we stated at the time, was to appoint a committee, with an opponent of the Administration at the head, to sit indefinitely upon the eve of the Presidential election, with power to examine and to print, and so to hold a prolonged hostile inquisition upon an Administration which the "Liberals" sought to overthrow. It was the prostitution of "investigation" to a party purpose that Mr. Conkling and his friends most properly opposed.

Of an ardent temperament, Mr. Conkling is, like Mr. Sumner and like all great Senators in our history, a warm partisan. Believing that the "Liberal" defection would end, as it did end, in an attempt to destroy the Republican Party, he and his friends in the Senate did not strive to conciliate the recusants, nor stay to parley with those whose purposes they knew. They declared war, and have never faltered, and the result vindicates their prescience. The persistent aspersion of the Senator as a malign friend of the President has doubtless prejudiced many persons; but they will observe that what is said in hostility to the one is as vague as all that was urged against the other during the campaign. Intrepid, upright, and able, with a certain chivalric quality that binds his friends very closely to him, Mr. Conkling will be returned with the hearty applause and sympathy of the immense multitude in New-York who voted for Gen. Grant, and who despise the calumnies that are uttered against their Senator.

Brentano, of No. 33 Union-square, has received the latest numbers of the *London Graphic* and *Illustrated News*, both being full of excellent engravings of artistic and general interest. *Punch*, and the other comic English journals, may also be found on his counters, together with the *Athenæum*, *Saturday Review*, and all the leading foreign publications.

Protect Your Houses from Fire.

Two-thirds of the fires originate from the heating apparatus. At any hour, by day or night, your house may be in flames, and your family in danger. Every furnace should have attached immediately the Tingley Automatic Heat-Governor, which is an absolute protection against fire. Burtis, Graff & Rice, No. 206 Water-street, are the sole agents, and exhibit it in operation. Send for their circular, or call and see it.—*Evening Express.*

DON'T WAIT FOR A COLD to go away of itself, for your throat and lungs may become so irritated and inflamed from the accompanying cough, that bronchitis or consumption may set in before you are conscious of danger. Rather get clear of your cold at once by using Dr. Jayne's Expectorant, a good remedy for loosening a cough and promoting expectoration, as well as for healing and strengthening the surfaces of the throat and lungs. Sold everywhere. —*World.*

Hall's Safes.

If the merchants and bankers of Boston had used HALL'S SAFE AND LOCK COMPANY'S SAFES, their valuables would have been preserved, as was the case in the great fire at Chicago. Would it not be well for those having valuables to protect to examine their stock, at their extensive warerooms, Nos. 345 and 347 Broadway, corner of Leonard-st.?—*Advertisement.*

Guinness' Porter,

BASS' ALE,
$2 per dozen.
SAVAGE & BECK, No. 1,289 Broadway.
—*Advertisement.*

Pain to Pleasure.

The COLTON DENTAL ASSOCIATION, No. 19 Cooper Institute, turn the pain of tooth-drawing to pleasure, by means of Laughing Gas. Sixty-one thousand two hundred and seventy-one patients can bear witness to it.—*Advertisement.*

Nicol, Davidson & Co.,

No. 686 Broadway, (factory, No. 4 Great Jones-street,) manufacturers of Fine Silver-plated Ware, good for fifteen years' service, offer a large assortment, either at wholesale or retail; also, China, Glass, and Gas-fixtures.—*Advertisement.*

Proved its Superiority.

BURNETT'S Cocoaine for the Hair.—*Advertisement.*

At E. LORD'S new cleaning and dyeing office, Nos. 630 and 934 Broadway, dresses, shawls, laces, sacques, feathers, gloves, &c., beautifully cleaned; coats, pants, vests, cleaned like new.—*Advertisement.*

KENDALL'S BRONCHIAL TROCHES.—Used by vocalists and singers to strengthen and clear the voice. Superior to any in use.—*Advertisement.*

THE NEW-YORK TIMES.

SUNDAY EDITION.

THE SUNDAY EDITION of the NEW-YORK TIMES is steadily increasing in circulation and popularity. The several leading features of this edition make the SUNDAY TIMES a very valuable and interesting paper for the general reader.

Among the original articles prepared for the TIMES of SUNDAY MORNING, Nov. 17, will be found the following:

THE PERILS OF THE GLACIER, being a narrative of some exciting adventures among the glaciers of Mont Blanc.

OUR DESK is the title of another special article giving the history of an ancient piece of furniture and the associations naturally clinging round it.

Several other original articles will be given in the same issue.

Besides these, the regular features will be continued, as follows:

CURRENT LITERATURE, being careful selections from leading American and English periodicals.

SUMMARY OF AMUSEMENTS—A full record of the week, with gossip of events at home and abroad.

MILITARY GOSSIP, giving the latest movements in National Guard circles, and considerable information on current topics for military men.

ART NOTES, with the latest gossip in local and foreign studios.

ALL THE NEWS OF THE DAY, by mail and telegraph.

EDITORIAL COMMENTS on the topics of the day.

This SUNDAY EDITION of the TIMES affords unusual advantages to advertisers, as it goes to a large number of first-class readers. All advertisements intended for this edition must be handed in before 9 o'clock this evening.

NEW-YORK TIMES FOR EUROPE.

The EUROPEAN EDITION of the NEW-YORK TIMES is published THIS MORNING, and may be had at the counter of the publication office, in wrappers, ready for mailing. Price FIVE CENTS.

It will contain a full digest of Political, General and Local News up to the latest moment; a review of the Money and Produce Markets; all the Telegraphic News contained in the DAILY TIMES of this date; and such selections from the editorials and correspondence of the TIMES as may have interest for Americans residing abroad, and for European subscribers.

The EUROPEAN EDITION of the TIMES will be found on file in the offices of all the leading bankers in Europe.

B. F. STEVENS, No. 7 Henrietta-street, Covent Garden, London, is agent for THE TIMES in Great Britain. He will receive subscriptions and advertisements, and supply copies of the papers to Americans temporarily in London.

For Bronchial, Asthmatic, and Pulmonary Complaints BROWN'S BRONCHIAL TROCHES manifest remarkable curative properties.

Wood Carpeting, No. 942 Broadway. Send stamp for illustrated price-list; from 25c. per foot.

The Planting Season.

R. B. PARSONS & CO. offer a large assortment of well-grown
ORNAMENTAL TREES AND PLANTS.
Catalogues on application at
Flushing, Long Island.

Boston Fire.

At the late fire in Boston, two banks, out of the fifteen that are protected by Holmes' Bankers' and Brokers' Electric Protection Company, or the central office system, were burned, but all the books and papers outside of the vault were removed to a place of safety by the employes of this Company, while the officers and employes of the banks were out of the city.
E. HOLMES, No. 7 Murray-st.

Batchelor's Hair Dye is the Best in the world—the only safe, true and perfect hair dye. No ridiculous tints—no disappointment—harmless, reliable, instantaneous black or brown. At all druggists and No. 16 Bond-st.

"Iron-Clads,"

A WINTER SHOE for Gentlemen and Boys.
CANTRELL, No. 241 4th-av.

The Halford Leicestershire Table Sauce, highly recommended for family use.

Houseman's German Cough Drops.—A specific for Asthma, Coughs, Colds, &c.

Piles, Itching Piles.—USE ROSSMAN'S cure. Never fails.

MARRIED.

BLOSSOM—HILL.—On Thursday, 14th inst., at the residence of the bride's parents, by Rev. E. H. Canfield, D. D., Mr. FREDERICK A. BLOSSOM to Miss SARAH C., daughter of John J. Hill, Esq., all of Brooklyn.

DALBY—BAXTER.—In Brooklyn, on Thursday evening, Nov. 14, 1872, by Rev. R. S. Storrs, Jr., D. D., assisted by Rev. Wm. M. Taylor, D. D., LOUIS G. DALBY to ISABELLA C., second daughter of Archibald Baxter, Esq.

DIX—WOODRUFF.—On the 14th inst., at Staten Island, by Rev. J. E. Rockwell, D. D., GEORGE WOODWARD DIX and ELISE WOODRUFF DAVIS, daughter of Gen. J. C. Woodruff, United States Army.

HOGG—DONALD.—On Thursday, 14th, at the residence of the bride's father, James Donald, Esq., by Rev. John Hogg, Mr. ROBERT HOGG, of Brooklyn, to Miss ANNIE DONALD, of New-York.

HOUARD—TROWBRIDGE.—Thursday, Nov. 14, by Rev. L. W. Bancroft, D. D., CHARLES MARVIN HOUARD to MARY ELLA, daughter of Frederick H. Trowbridge, all of Brooklyn.

JENNINGS—NEB.—On Wednesday, Nov. 13, by Rev. Anthony Kessler, JOHN B. JENNINGS to Miss MARY NEB, both of the said city. No cards.

MOORE—SMITH.—On Thursday, Nov. 14, 1872, at residence of the bride's parents, at White Plains, N. Y., by Rev. Bishop R. S. Foster, D. D., CHARLES VANDERVOORT MOORE, of New-York, to MARY ELLA, daughter of J. Malcolm Smith, Esq., County Clerk of Westchester County.

PALMER—QUINTARD.—On Thursday, Nov. 14, 1872, at the Church of the Incarnation, by Rev. Dr. H. E. Montgomery, Mr. NICHOLAS FLETCHER PALMER, Jr., to Miss L. ADELE QUINTARD, daughter of Geo. W. Quintard, Esq., all of this City.

PALMER—BELKNAP.—On Wednesday evening, Nov. 13, at the residence of the bride's parents, by Rev. Dr. E. P. Rogers, Miss ELLA T. BELKNAP, only daughter of Mr. James G. Belknap, to Mr. JOHN C. PALMER, all of this City.

UDALL—CLARK.—On Thursday, Nov. 14, at Great Neck, Long Island, by Rev. Andrew Shiland, JULIEN A. UDALL, of Babylon, Long Island, to MARY, daughter of John M. Clark, of the former place.

VAN CLEEF—LENT.—On the 12th inst., at the Collegiate Church, 5th-av. and 29th-st., by Rev. Dr. T. W. Chambers, Rev. P. D. VAN CLEEF, D. D., of Jersey City, to AMELIA, daughter of George W. Lent, of this City.

DIED.

BLAKE.—On Friday morning, Nov. 15, after a short illness, MARSHALL WILLIAM BLAKE, son of Marshall B. Blake, aged 31 years and 2 months.

The funeral services will take place at the Church of the Divine Paternity, (Rev. Dr. Chapin's,) corner of 45th-st. and 5th-av., on Monday, the 18th inst., at 10 o'clock A. M. Relatives and friends are invited to attend without further notice.

BARBER.—On Thursday, the 14th inst., in the 81st year of her age, MATILDA, wife of Jedediah Barber, Esq., of Homer, Cortland County, N. Y.

BOLMER.—Nov. 9, in Kansas, of typhoid fever, GEORGE B. BOLMER, son of the late Wm. H. Bolmer.

Funeral at Tappan, on Sunday, at 2 P. M. Train leaves at 9 A. M. from foot of Chambers-st., Northern Railroad of New-Jersey.

BURGESS.—At 4 A. M., Nov. 14, E. G. BURGESS, aged 57 years.

Funeral will take place Sunday, 17th inst., at 1 o'clock P. M., from No. 212 8th-st., Jersey City.

☞ Albany papers please copy.

COLGATE.—On Friday, Nov. 15, SARAH STOKES, relict of the late Charles Colgate, aged 67 years.

The relatives and friends of the family are invited to attend the funeral from her late residence, No. 76 3d-place, Brooklyn, on Sunday afternoon, 17th inst., at 2 o'clock.

DEMAREST.—On Thursday evening, the 14th inst., SARAH ROSEKRANS, widow of the late Peter Demarest, in the 80th year of her age.

Relatives and friends are respectfully invited to attend her funeral, on Monday, the 18th inst., at 10 o'clock A. M., from the residence of her sister, Mrs. Peter J. Bogert, No. 136 Grand-st., Rahway, N. J. Trains leave foot of Cortlandt-st. at 8:10 A. M. Her remains will be taken to Schraalenburg for interment.

FARLEE.—MAI FRANCES, daughter of George W. and Mary Elizabeth Farlee, on the 15th inst., in the 10th year of her age.

Funeral services at 12½ on Sunday, 17th inst., at the residence of her grandfather, George Opdyke, No. 579 5th-av. Friends are invited without further notice.

GARDNER.—At Linden, N. J., on Thursday morning, Nov. 14, CHARLES GARDNER, aged 48 years.

Funeral at 12 o'clock M., on Saturday, Nov. 16, from the Reformed Church, Linden, N. J. Relatives and friends are invited to attend.

HAGUE.—On Wednesday, Nov. 13, at his residence, West Hoboken, N. J., JOHN HAGUE, Esq., in the 81st year of his age.

His friends and those of his sons-in-law, Edward Baptiste, and James A. Gilbert, are respectfully invited to attend his funeral on Saturday, 16th inst., at 12 o'clock M. His remains will be interred in the family ground at Green-Wood. Palisade-avenue cars pass the house.

LEONARD.—On Thursday, Nov. 14, 1872, CATHARINE G., relict of Jacob Leonard, in the 92d year of her age.

Relatives and friends are invited to attend the funeral from the residence of her son, Robert Leonard, No. 95 South 8th-st., Brooklyn, E. D., on Sunday, Nov. 17, 1872, at 1½ o'clock P. M.

POWERS.—In this City, on Friday morning, Nov. 15, 1872, HENRIETTA W., only daughter of George W. and Mary H. Powers, aged 8 years and 1 month.

Relatives and friends are respectfully invited to attend the funeral on Sunday, Nov. 17, at 1 o'clock P. M., from the residence of her parents, No. 8 West 50th-st., without further notice.

THOMPSON.—On Thursday afternoon, Nov. 14, after a short illness, JONATHAN THOMPSON, in the 59th year of his age.

The relatives and friends of the family are invited to attend the funeral from his late residence, No. 564 Madison-av., on Monday the 18th inst., at 10 o'clock, A. M.

THOMPSON.—On Thursday afternoon, Nov. 14, 1872, suddenly, GEORGE THOMPSON, in the 59th year of his age.

Relatives and friends are invited to attend the funeral services from the residence of Benjamin Wooster, No. 170 Taylor-st., Brooklyn, E. D., on Sunday, Nov. 17, at 3 P. M. His remains will be taken to White Plains for interment.

THORNE.—In London, England, on the 14th ult., LYDIA ANN, wife of Jonathan Thorne, in the 67th year of her age.

Relatives and friends are invited to attend the funeral from her late residence, No. 524 5th-av., on Seventh Day, the 16th inst., at 10 o'clock A. M. Interment at Woodlawn.

VAN RENSSELAER.—In this City, on Wednesday morning, Nov. 13, 1872, WILLIAM P. VAN RENSSELAER.

Funeral services will take place at the Presbyterian Church, corner of 5th-av. and 19th-st., on Saturday morning, 16th inst., at 10½ o'clock. Relatives and friends of the family are invited to attend without further notice.

MISCELLANEOUS.

NATIONAL ACADEMY OF DESIGN.

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The most EXTRAORDINARY, IMPORTANT, and VALUABLE COLLECTION OF PAINTINGS ever brought to, or offered for sale in America, and now on exhibition, day and evening, at the
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Comprising nearly FOUR HUNDRED PAINTINGS, by the
FIRST MODERN MASTERS
of the French, German, and Belgian Schools, the whole to be sold by auction, Dec. 3, 4, 5, 6, and 7.

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This collection of Paintings represents a money value of nearly HALF A MILLION DOLLARS, and should command the attention of every lover and buyer of fine pictures.

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LEA & PERRINS'
WORCESTERSHIRE SAUCE.
Buyers of this Sauce are cautioned to avoid the numerous counterfeits and imitations offered for sale.
JOHN DUNCAN'S SONS, New-York,
Agents for the United States.

UNITED STATES CIRCUIT COURT.

The long-pending and closely-contested patent suit of Isaac P. Frink against Charles F. Jacobsen et al. (or the United States Reflector Company) was, after a three days' trial before Hon. Judge Shipman, in the United States Circuit Court, brought to a close on Friday, Nov. 8, 1872.

The jury rendered a general verdict in favor of the plaintiff.

All persons are cautioned against any infringement of the claims of I. P. Frink's reissued patent, Nos. 3,826 and 3,827, granted Feb. 8, 1870.

Copies of these claims can be seen at the office of S. D. Cozzens, Esq., No. 7 Warren-st., New-York.

NOTICE.

Isaac P. Frink having recovered a judgment on his reissued patent for Reflectors, the undersigned have purchased a right to manufacture under this patent, and will continue their business as heretofore.
UNITED STATES REFLECTOR COMPANY.

ROYAL HAVANA LOTTERY.

PRICES REDUCED.
Tickets, $28; fractions in proportion. Prizes cashed, information furnished.
TAYLOR & CO., Bankers,
Orders filled. No. 16 Wall-st.

POST-OFFICE NOTICE.

The mails for Europe, during the week ending SATURDAY, Nov. 16, 1872, will close at this office on WEDNESDAY, at 12 M., on THURSDAY, at 11 A. M., and on SATURDAY, at 11 and 1½ P. M.
P. H. JONES, Postmaster.

THE MASSENA WATER.

A specific Remedy for Gravel and Inflammation of the Kidneys.

TO ONE AND ALL.—ARE YOU SUFFERING from a Cough, Cold, Asthma, Bronchitis, or any of the various pulmonary troubles that so often terminate in consumption? If so, use WILBOR'S PURE COD-LIVER OIL AND LIME, a safe and efficacious remedy. This is no quack preparation, but is regularly prescribed by the medical faculty. Manufactured by A. B. WILBOR, chemist, No. 166 Court-st., Boston. Sold by all druggists.

INDIAN MISSIONS.—AN ADJOURNED meeting of the ladies of all City parishes (P. E. Church) interested in Indian work will be held at Room No. 21 Bible House, WEDNESDAY, Nov. 20, at 12 M., to complete the organization of the Niobrara League. All friends are invited.

DR. SCHENCK PROFESSIONALLY in New-York on TUESDAY next. In consequence of the inclemency of the weather during his last two visits, Dr. SCHENCK will again be at his rooms, No. 32 Bond-st., on TUESDAY, Nov. 19.

PATENTS.—THE MOST SUCCESSFUL agency for taking out patents for inventions is that of BROWN & ALLEN, *American Artisan* office, No. 189 Broadway, New-York. Twenty-seven years' practice. Law and advice sent free.

WEDDING NOTES, NEW STYLES. Cards and Envelopes, Seals, Monograms, Ball Cards, Badges, Medals, &c., by A. DEMOREST, No. 182 Broadway.

FIRE INSURANCE INFORMATION FURnished to policy-holders by T. J. TEMPLE, No. 163 Broadway.

COMMISSIONER FOR ILLINOIS and other States and notary public, office No. 5 Beekman-st., Room No. 7, first floor.

MISCELLANEOUS.

HERRING'S SAFES IN THE BURNING OF BOSTON AND CHICAGO.

BOSTON, Mass., Nov. 12, 1872.

Messrs. Herring & Farrel, Nos. 251 and 252 Broadway, New-York:

GENTLEMEN: In the "Great Fire" which has destroyed the business portion of this city, we had in use one of your "Champion" Safes, and which we were unable to recover from the ruins until this P. M., on account of the intense heat which surrounded it. When we opened it we were agreeably surprised to find our books, papers, &c., which it contained, in fine condition. Yours, &c.,
J. C. BURRAGE & CO.

CHICAGO, Oct. 31, 1871.

Messrs. Herring & Co.:

GENTLEMEN: In the ever-memorable fire of the 8th and 9th inst., which destroyed *some twenty thousand buildings, including the entire wholesale business portion of the city*, we had our valuable books, papers, &c., inclosed in HERRING'S SAFES, which, owing to the intensity of the heat and the want of water, lay imbedded in the ruins for days before they could be got at, and, notwithstanding the unparalleled trial, *they have proved equal to our expectations, preserving our property when everything else was swept away.*

UNION INSURANCE AND TRUST COMPANY'S SAVINGS BANK, (two safes.)
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W. M. LARRABEE, Treasurer Chicago and Alton Railroad Company, (two safes.)
MAX HJORTSBERG, Chicago, Burlington and Quincy Railroad Company.
C. B. FOSTER, C. M. ADAMS, Ticket Agents Chicago, Burlington and Quincy Railroad.
L. FOWLER, Assistant Superintendent Great Western Dispatch.
T. M. HAMMILL, Assistant Cashier United States Depository.
NORMAN T. GASSETT, Clerk of Circuit Court and Recorder, (two safes.)
ALLEN PINKERTON, (two safes.)
M. F. TULEY, Corporation Counsel.
R. F. MASON, Mayor of City.
H. S. REXFORD, County Treasurer.
COOK CO. CLERK'S OFFICE.
E. W. GAVIN, St. Mary's Church.
T. D. GUINEA, Superintendent Office of Calvary Cemetery.
A. H. BURLEY, Office of Lincoln Park Commissioners.
R. J. TAYLOR, Superintendent Western Department Continental Insurance Company.
NORTH-WESTERN MANUFACTURING CO.
FREAR STONE MANUFACTURING CO.
UNION AKRON CEMENT COMPANY.
F. E. SPOONER, Agent Union Lime Company.

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BEST SAFE IN THE WORLD.
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THE ENGLISH IN IRELAND DURING THE EIGHTEENTH CENTURY. Volume I. By JAMES ANTHONY FROUDE, M. A., author of "History of England," &c. One volume, crown 8vo, uniform with the Library Edition of the "History of England." Price $2 50.

Mr. Froude's lectures have given the American public glimpses of the conclusions at which he arrives in the History of which this is the introductory volume, but they indicate only faintly the thrilling interest which invests every page of the work. Private and public documents, a large part of them secret, have been freely thrown open to Mr. Froude, and from these he has derived such a narrative with all the freshness of a story never before told, and with all the vividness of the most powerful drama. The events described are comparatively so recent, and the conditions of the present so closely connected with our own times and our own country, that a thorough acquaintance with them is indispensable to every American at all interested in public affairs.

N. B.—*This work will be completed in another volume.*

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POLITICAL.

EIGHTEENTH WARD COUNCIL OF POLITICAL REFORM.—A meeting of this Council will be held at Oriental Hall, corner of 18th-st. and 3d-av., on THIS (Saturday) EVENING, and every SATURDAY EVENING hereafter, at 8 o'clock.
WM. H. NEILSON, President.
SAMUEL J. GLASSEY, Secretary.

REAL ESTATE TRANSACTIONS.

At the Exchange, yesterday, Friday, Nov. 15, James M. Miller, by order of the Supreme Court in foreclosure, under the direction of Thomas H. Landon, Esq., referee, sold a three-story and basement brown-stone house and lot, (latter 19.9 by 100.10,) situate on the north side of One Hundred and Nineteenth-street, 130 feet east of Avenue A, for $4,155 over and above incumbrances, amounting to $8,000; total price, $12,155; purchaser, O. T. Hall. The same auctioneer also sold, under a similar Court order, Chas. A. Jackson, Esq., referee, a four-story brown-stone house and lot, located on the west side of Lexington-avenue, 48 feet south of Fifty-first-street, (lot 23.10 by 63,) for $17,000, which was purchased by Alice L. Underhill, the second mortgagee and plaintiff in the legal action. The sale of store and lot No. 24 Coenties-slip, noticed for yesterday, was adjourned by Mr. Miller until Dec. 10. Hugh N. Camp, under two foreclosure decrees, Court of Common Pleas, R. M. Harrison, Esq., referee, sold one four-story brown-stone front house and lot on the west side of Lexington-av., 109 feet north of Fiftieth-street, lot 20 by 80, for $16,750; and a similar house, with lot 24 by 64.10, next but one adjoining above, 152.10 feet north of Fiftieth-street, for $17,500. The first-named property was bought by John May, of Brooklyn, and the second by A. Roe, a second mortgagee. The sale of a house and lot between the two sold was also noticed for yesterday by Mr. Camp, but, as the same property was sold by James M. Miller, as noticed above, under a second mortgage foreclosure, Mr. Camp's sale was postponed until Dec. 16, before which time the matter will probably be arranged. Wm. Kennelly adjourned the legal sale of property on Thirty-second-street, near Ninth-avenue, until Friday of next week, and, at a Sheriff's sale, closed the day's business by disposing of a one-seventh part interest in the following described City real estate: One lot, 25 by 100, with building, No. 78 Henry-street, south side, 62.6 feet south of Birmingham-street; one lot, 23.4 by 85, with building, Nos. 121, 123, and 125 East Broadway, south-east corner of Pike-street; one lot, 20 by 75, with building, No. 171 Broome-street, south side, 120 feet west of Attorney-street; one lot, 21.3 by 100, with building, No. 140 Clinton-street, 80 feet south of Broome-street, and one lot, 25 by 100, with building, No. 148 Clinton-street, adjoining above, 175 feet north of Grand-street. The interest in all the above was sold as one parcel and purchased by Robert Macklin, for $4,050. Nothing further worthy of note occurred.

Today, at the Exchange, the following real estate will be offered at auction by E. H. Ludlow & Co.: House and lot No. 892 Third-avenue, south-west corner of Fifty-fourth-street; lot 20.5 by 70. Also, premises Nos. 154 and 156 East Fifty-fourth-street, south side, 70 feet west of Third-avenue, adjoining above in the rear, comprising two lots, together forming a plot in size 49 by 100.5, with building thereon known as "Brevoort Hall." Also the house and lot No. 250 East Seventy-eighth-street, north side, 152.10 feet west of Second-avenue; lot 13.10 by 102.2.

At private contract, Wm. H. Raynor, No. 5½ Pine-street, reports having recently sold four full lots, situate on the north side of East Fifty-sixth-street, 120 feet west of Madison-avenue, for $103,400.

Mr. Jere. Johnson, Jr., the enterprising real estate auctioneer, No. 25 Nassau-street, last evening, handsomely entertained a large number of his business friends at his residence in Seventy-fourth-street. Late in the evening he was tendered a serenade by Grafulla's Seventh Regiment Band. The occasion was a pleasant one, and a fitting termination to a remarkably successful business season; for, during the past six months, Mr. Johnson has conducted over fifty suburban sales, disposed of nearly 20,000 lots, and usually at most satisfactory prices.

Exchange Sales, Friday, Nov. 15, 1872.

NEW-YORK.

By James M. Miller.

1 4-story h. s. b. s. h. and l., Lexington-av., w. s., 48 feet s. of 51st, and 129 feet n. of 50th-st., lot, 23.10x64.10	$17,000
1 3-story and basement h. s. b. s. h. and l. East 119th-st., n. s., 130 feet e. of Avenue A, lot, 19.9 x100.10	12,155

By Hugh N. Camp.

1 4-story h. s. b. s. h. and l., Lexington-av., w. s., 109 feet n. of 50th-st., lot, 20x80	$16,750
1 4-story h. s. b. s. h. and l., Lexington-av., w. s., 152.10 feet n. of 50th-st., next but one adjoining above lot, 24x64.10	17,500

By Wm. Kennelly.

One-seventh part interest in 1 lot, 25x100, with building, No. 78 Henry-st., s. s., 62.6 ft. s. of Birmingham-st.; 1 lot, 23.4x85, with building, Nos. 121, 123, and 125 East Broadway, s. e. corner of Pike-st.; 1 lot, 20x75, with building, No. 171 Broome-st., s. s., 120 ft. w. of Attorney-st.; 1 lot, 21.3x100, with building, No. 140 Clinton-st., 80 ft. s. of Broome-st., and 1 lot, 25x100, with building, adjoining above, No. 148 Clinton-st., 175 ft. n. of Grand-st.; sold in one parcel	$4,050

Recorded Real Estate Transactions.

NEW-YORK.

Thursday, Nov. 14.

Catharine-st., w. s., 132.9 ft. s. of Madison-st., 22.5 x65, foreclosure	$24,400
Delancey-st., n. s., 25 ft. e. of Forsyth-st., 25x45, h. and l.	6,550
Greenwich-st., e. s., 82.7 ft. s. of Thames-st., Nos. 115, 117, 119, 121, 123, and New Church-st., Nos. 20, 22, 24, 26, 28	140,000
7th-st., s. s., No. 268, executor's sale, 22.8x90.10	9,500
22d-st., s. s., 112 ft. e. of 10th-av., 22x98.8, h. and l.	25,000
26th-st., No. 87, b. and s.	20,000
30th-st., n. s., 150 ft. w. of 2d-av., 20x98.9., h. and l., (bad error)	13,250
35th-st., n. s., 125 ft. w. of 2d-av., 25x98.9	15,000
39th-st., s. s., 300 ft. e. of 3d-av., 20x98.9. h. and l., husband to wife	16,000
63d-st., n. s., 100 ft. e. of 10th-av., 100x100.5	28,000
91st-st., n. w. corner Lexington av., 55x100.8, wife of husband	nom.
104th st., s. s., 225 ft. w. of 9th-av., 50x100.11	9,500
Same property sold again	10,000
117th-st., s. s., 242 ft. w. of 3d-av., 17x100.11, h. and l., mortgages, $3,800	8,000
123d-st., n. s., 532.6 ft. e. of 4th-av., widened, 17.6x 100	4,250
155th-st., n. s., 200 ft. e. of 11th-av., 50x99.11; 156th-st., s. s., 200 ft. e. of 11th-av., 50x99.11; 156th-st., s. s., 550 ft. w. of 10th-av., 50x th. n. 30 ft., being part of street; mortgage, $3,000	9,000
205th-st., s. w. s., 100 ft. s. e. of 9th-av., — to Harlem River, x — to 205th-st., x n. w. to point 100 ft. s. e. of 9th-av., x199.10; 203d-st., northerly corner 9th-av., 250x99.11; 204th-st., s. w. s., 100 ft. n. w. of 9th-av., 300x99.11	14,800
203d-st., s. w. s., 250 ft. n. w. of 9th-av., — to Cheeseborough's land x99.11; 9th-av., s. e. s., extending from 201st to 202d st., 199.10x236.7; 202d st., westerly corner 9th-av., 301.6x99.11; 10th-av., easterly corner Dyckman-st., 247 ft. to Sherman Creek x — along creek to Dyckman-st. x316; Nagle-av., n. w. corner of Academy-st., 115 ft. to Sherman Creek, x — along creek to John A. Hall's x193.2; Post-av., s. e. corner Dyckman-st., 141x — to Sherman Creek, x175.6x307.2x8?.10; Sherman-av., s. e. corner Dyckman-st., 600 ft. to Academy-st., x310 ft. to Post-av. x408x — to Post-av., x69x310, mortgage $28,100	65,200
Lexington-av., w. s., 25 ft. n. of 50th-st., 24x60, c. a. g.	19,500
1st-av., n. w. corner 84th-st., 102x100	26,000
1st-av., n. w. corner 116th-st., 50.5x100	10,000
4th-av., n. w. corner 20th-st., 23x60	40,000
7th-av., s. w. corner 19th-st., 23.1x44	13,000
7th-av., widened, s. w. corner 122d-st., 100.11x100	30,000
10th-av., s. e. corner 58th-st., 25.5x100	6,500

Leases Recorded.

56th-st., n. s., 58 ft. w. of Lexington-av., 16x50, 3 years, per year	1,500
10th-av., No. 787, 4 years, per year	1,800

Proposed New Buildings.

During the past week, ending with Friday, Nov. 15, plans for the erection of the following new buildings in this City have been submitted at the office of the Department, No. 2 Fourth-avenue, James M. Macgregor, Superintendent:

BROWN-STONE FRONTS.

Four tenement-houses, Tenth-avenue, north-west corner One Hundred and Fifty-first-street, 18.4 by 43 6, three stories; Thomas Bailey, owner.

One store and tenement, No. 909 Sixth-avenue, 24.4 by 64, four stories; Christian Blinn, owner.

BRICK FRONTS.

Two tenement-houses, Nos. 244 and 246 East Seventy-eighth-street, 18.9 by 54, four stories; Leonard Schmidt, owner.

One tenement-house, East One Hundred and Seventeenth-street, north side, 423 feet East of Avenue A, 25 by 50, four stories; John McLaughlin, owner.

One stable, No. 531 East Sixteenth-street, 98.6 by 14.6, two stories; G. Steele, owner.

One stable, No. 264 East Houston-street, 12 by 67, one and a half stories; Louis Kohlman, owner.

Unsafe Buildings.

For the week ending with Friday, Nov. 15, the following buildings have been reported at the Department as unsafe:

No. 239 Bowery, unsafe generally; W. & E. A. Cruikshank, agents.

No. 241 Bowery, unsafe generally; W. & E. A. Cruikshank, agents.

No. 265 Bowery, unsafe generally; G. W. Dean, owner.

No. 298 Broome-street, unsafe chimney; Ludwig Muller, owner.

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EIGHTH-AV.—CENTRAL PARK.—AN ENTIRE front, eight lots and four rear lots, for sale, on Central Park, 8th-av., giving opportunity for one or more parties to secure a plot intact for one residence, or to divide with chosen neighbors, and have stable, graperies, greenhouses, &c., in connection; price $200,000 for twelve lots; one-third cash, balance on bond and mortgage, three or five years, at seven per cent. Apply to HOMER MORGAN, 2 Pine-st.

LOTS ON WASHINGTON HEIGHTS, Dyckman estate, and on all the leading avenues, for sale by
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W. S. GAVEY, No. 34 Bleecker-st.

FOR SALE ON EASY TERMS—NO. 214 East 35th-st, three-story high-stoop brown-stone house. Apply to L. MENDELSON, 76 Nassau-st.

FOR SALE—A PLOT OF GROUND, 64.3X100 feet, covered with buildings. Apply at No. 459 9th-av., JAMES DILLOON.

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A BARGAIN AT JERSEY CITY.—A splendid three-story cellar brown-stone basement house, 20x45.13; rooms elegantly furnished; all modern improvements; tiled halls; walnut inside blinds and best neighborhood in the City; convenient to Cortlandt or Desbrosses-st. Ferry; must be sold to the highest bidder during the coming week; only $12,500; terms easy. J. M. GIBSON, Auctioneer, No. 27 Montgomery-st., Jersey City. Call or send stamp for circular.

FOR SALE—A SWISS COTTAGE, UPPER part of Newark; seven rooms besides basement, laundry and attic; aqueduct water heater, stationary range, &c.; on two lines horse cars; near railroad depot for New-York; small barn on the place; price of house and 50 feet front by 110 feet deep $6,500, or house and about five city lots for $8,500. Address E. A. B., No. 41 Mechanic-st., Newark, N. J.

CRANBERRY BOG FOR SALE—LOcated in Ocean County, New-Jersey, containing 25 acres of good cranberry land, partly cultivated, with good stream of water and dam for flooding. Crop this season, $234. Price $1,500. Address J. R. SHREVE, P. O. Box No. 1,088, New-York City.

ORANGE, N. J.—COUNTRY HOUSES, lands and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner Main and Cone sts.

FOR SALE—A NEAT TWO-STORY AND basement house on Whiting-st., Jersey City; gas and water; painted and papered throughout.
W. S. GAVEY, No. 34 Bleecker-st.

FOR SALE—VILLA PLOTS AND BUILDing lots at Bayside, Long Island, thirty minutes from City Hall. W. S. GAVEY, No. 34 Bleecker-st.

REAL ESTATE AT AUCTION.

ADRIAN H. MULLER, Auctioneer.

SUPREME COURT SALE
OF
VALUABLE IMPROVED PROPERTY,
On 22d and 23d sts.,
NEAR BROADWAY AND 5TH-AV.,
and opposite Madison-square.

ADRIAN H. MULLER, P. R. WILKINS & CO. will sell at auction on TUESDAY, Nov. 19, at 12 o'clock, at the Exchange Sales-room, No. 111 Broadway, by order of the Supreme Court, James W. Cairns, referee:

TWENTY-THIRD-STREET—The four-story brown-stone front house and lot, south side 23d-st., 92.11 feet east of Broadway, lot 50x98.7.

TWENTY-SECOND-STREET—The stable and lot, north side of 22d-st., about 50 feet east of Broadway, and directly in the rear of the 23d-st. property.

JERE. JOHNSON, JR., Auctioneer.

FIRST IMPORTANT SALE OF
120 CHOICE LOTS
on the new
COMMISSIONERS' MAP OF KINGS COUNTY,
adjoining line of
CITY OF BROOKLYN,
on
8TH-AV., 47TH, 48TH, AND 49TH STS.,
by order of the mortgagee and owner in fee,
at 12 o'clock on
TUESDAY, NOV. 19, 1872,
at Exchange Sales-room, 111 Broadway, New-York.

Lots A No. 1 for pretty residences. Must be sold. Great speculation and safe investment; taxes only nominal; finest drive, charming views, splendid avenues and street-cars. Don't miss your opportunity, good solid land is the only real property—don't burn, blow up, sink, or run away. Title perfect, sale absolute, terms easy.

SIXTY PER CENT. THREE YEARS.

Last chance this season; next Spring lots will be higher.

For further information, apply to JERE. JOHNSON, JR., Auctioneer, No. 25 Nassau-st., New-York.

SUPREME COURT SALE
OF
VERY VALUABLE PROPERTY,
SITUATE ON
22D AND 23D STS., NEAR BROADWAY AND 5TH-AV.,
OPPOSITE MADISON-SQUARE.

To be sold at public auction, on TUESDAY, Nov. 19, 1872, at 12 M., at the Exchange Sales-room, No. 111 Broadway, through Adrian H. Muller, P. R. Wilkins & Co., auctioneers.

For particulars apply to the auctioneers, or to
JAMES W. CAIRNS, REFEREE,
NO. 26 BROAD-ST., New-York.

LODI PRINT WORKS—IN BANKRUPTCY.—Assignee's sale at public auction.—Pursuant to an order of the District Court of the United States for the District of New-Jersey, the undersigned will sell, at public auction, without reserve, to the highest bidder, on WEDNESDAY, the 20th day of November, 1872, at 2 o'clock in the afternoon, on the premises, at Lodi, Bergen County, N. J., the manufacturing property, known as "The Lodi Print Works," comprising all the real estate, fixtures, fixed machinery, water rights, &c., belonging to the Company, unless previously disposed of at private sale.

Terms may be known on application to the undersigned.
NATHAN HOBART,
Assignee in bankruptcy of the Lodi Print Works, No. 53 Leonard-st., New-York City.

ADRIAN H. MULLER, Auctioneer.

AUCTION SALE OF TWENTY-FOUR plots, near Central-av. and Macomb's Bridge, THURSDAY, Nov. 21, 1872, at 12 o'clock, at the Exchange Sales-rooms, No. 111 Broadway, New-York. This property is beautifully located between 165th and 168th sts.; is naturally drained, and overlooking Central-av.; only a few minutes' walk from New-York Central and Hudson River Railroad Depot, and from Macomb's Bridge and 6th and 7th avs. Full descriptive maps can be had at the office of the auctioneer, ADRIAN H. MULLER, P. R. WILKINS & CO., No. 7 Pine-st., New-York.

STORES, &C, TO LET.

OFFICES TO LET
IN
TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.
Apply at TIMES COUNTING-ROOM.

ORANGE, N. J.—HOTEL TO LET, FURnished, in best part of the main street; forty-eight rooms, bar-room, large billiard-room with six tables, and large stables. WALTER E. SMITH, corner Main and Cone sts., Orange.

A COAL AND WOOD YARD, WELL located on west-side, with a valuable leasehold of six lots. Address C. S. M., Station E.

DWELLINGS TO LET.

FURNISHED.

TO LET—FURNISHED, FOR THE WINTER, a first-class, four-story, high-stoop house, situated on East 42d-st., between 5th and Madison avs.; possession at once. Apply to HOMER MORGAN, No. 2 Pine-st.

HOUSES & ROOMS WANTED.

WANTED—TO RENT, IN ORANGE COUNty, N. J., or vicinity, a small house, or a part of a house, for a small family; rent must be moderate. Address, stating terms, exact location and full particulars, O. P. T., Post-office Box No. 4,688, New-York City.

INSURANCE.

THE FIREMEN'S INSURANCE COMPANY,
NO. 153 BROADWAY.

INCORPORATED 1825.

Capital and Surplus	$300,000
Losses by Boston Fire about	65,000

Property of all kinds insured against loss or damage by fire at adequate rates.
J. V. HARRIOTT, President.
P. HANFORD OAKLEY, Secretary pro tem.

GLOBE
FIRE INSURANCE COMPANY,
NO. 176 BROADWAY,

NEW-YORK, Nov. 11, 1872.

Capital	$200,000 00
Surplus	114,259 38
Total Assets	$314,259 38

LOSSES IN BOSTON BY THE GREAT FIRE,
Ten Thousand Dollars, ($10,000.)
LEONARD KIRBY, President,
ALFRED A. REEVES, Secretary.

AFTER THE BOSTON FIRE.

MERCHANTS'
INSURANCE COMPANY OF N. Y.
NO. 149 BROADWAY, NOV. 13, 1872.

Cash Capital	$200,000
Surplus, Nov. 1, 1872	280,000
Total Assets	$480,000

BOSTON, Nov. 11, 1872.

Merchants' Insurance Company, New-York City:

The total amount insured by you in this city is $116,500, (without deducting salvages or removals.)
STEARNS BROS., Agents.

The payment of our losses entire and reserve for reinsurance will still leave us a large surplus.
C. V. B. OSTRANDER, President.
J. S. BARKER, Vice-President.
J. L. DOUGLASS, Secretary.

FIRE. BOSTON. FIRE.

Any information regarding STANDING of INSURANCE COMPANIES cheerfully furnished, and POLICIES in Companies RUINED by the late fire REPLACED WITHOUT CHARGE in SOUND SAFE COMPANIES by
E. DUNCAN SNIFFEN,
No. 8 Pine-st., basement.

INSURANCE.

STAR
FIRE INSURANCE CO.,
161 BROADWAY, N. Y.

Assets,	$412,834
Liabilities, Nov. 9,	25,000
	$387,833
Assessment authorized by Board of Directors,	50,000
	$437,834
Reserve for Boston Losses.	130,000
	$307,834

The officers and Directors of this Company desire to call attention to the above statement of its affairs. We offer an undoubted security and solicit a share of the business of our friends and the public.
NICHOLAS C. MILLER, President.
JOHN R. FLANAGAN, Vice-Pres't.
JAS. M. HODGES, Secretary.

AMERICAN
FIRE INSURANCE COMPANY
OF NEW-YORK.

Cash Assets This Day, viz:

Capital	$400,000
Surplus, Over	500,000
Total	$900,000

ARE PREPARED TO EFFECT INSURANCES.
JAMES M. HALSTEAD, President.
THOS. L. THORNELL, Secretary.
DAVID ADEE, Assistant Secretary.

OFFICE OF THE

TRADESMEN'S
FIRE INSURANCE CO.,
No. 168 Broadway, New-York.

The losses of this Company in Boston will be paid out of the Surplus, and the Company will go on as usual.
T. Y. BROWN, Secretary.

ARE YOU INSURED?
THE RUTGERS
FIRE INSURANCE CO.

PRINCIPAL OFFICE,
No. 180 Chatham-square.
BRANCH OFFICES,
No. 58 Wall-st., and No. 557 6th-av.

Cash Capital	$200,000
Surplus, Nov. 1, Over	200,000
	$400,000

Have Sustained no Loss by the Boston Fire.
CONTINUE TO INSURE AT REASONABLE RATES.
EDWARD B. FELLOWS, President.
JOS. W. DUGLISS, Secretary.

STANDARD
FIRE INSURANCE COMPANY.

OFFICE NO. 117 BROADWAY.
NEW-YORK, Nov. 12, 1872.

NET ASSETS	$429,692 63
AMOUNT SUBSCRIBED THIS DAY BY THE BOARD OF DIRECTORS	170,000 00
	$599,692 63
DEDUCT FOR LOSSES IN BOSTON, ASSUMING THAT ALL THE POLICIES OF THE COMPANY ON PROPERTY IN THE BURNT DISTRICT SHOULD PROVE A TOTAL LOSS	329,644 00
AVAILABLE ASSETS	$270,048 63

WILLIAM CRIPPS, President.
WILLIAM M. ST. JOHN, Secretary.

COMMERCIAL
FIRE INSURANCE CO.,
OF NEW-YORK.
Office, No. 157 Broadway.

Capital	$200,000
Surplus	140,000
	$340,000
Total Insurance in Burnt District, Boston	70,000
	$270,000

APPLICATIONS RECEIVED AND POLICIES ISSUED AS USUAL.
M. V. B. FOWLER, President.
DAVID QUACKINBUSH, Secretary.

CLINTON
FIRE INSURANCE COMPANY.
Office, No. 156 Broadway.

Cash Capital	$250,000
Surplus.	190,000
	$440,000
Losses in Boston, about	50,000

THIS COMPANY HAS NO AGENCIES, AND SOLICITS FIRST-CLASS RISKS.
JOHN B. AMES, President
JOHN BARRY, Secretary.

MECHANICS' AND TRADERS'
FIRE INSURANCE COMPANY,
NO. 48 Wall-st., New-York,

Capital, $200,000. Assets, $490,000.

Total Liabilities in Burnt District, Boston, $25,000.

JAMES R. LOTT, Pres. JOHN M. TOMPKINS, Sec.

OFFICE OF

ATLANTIC INSURANCE CO.,
NO. 178 BROADWAY, NEW-YORK.
NOV. 11, 1872.

Total amount at risk in burnt district, Boston, from advices received, $25,500.

CASH CAPITAL	$200,000
SURPLUS	65,000

JOHN D. COCKS, President.
W. D. CORNELL, Secretary.

ST. NICHOLAS
INSURANCE COMPANY,
OFFICES,
NO. 166 BROADWAY, AND 8TH-AV., CORNER 14TH-ST., NEW-YORK.

CASH CAPITAL	$150,000 00
ASSETS	253,363 19

The loss in Boston will not exceed $15,000.
J. DUBOIS, Secretary.

THE PETER COOPER FIRE INS. CO.,
OFFICE COR. 3D-AV. AND 9TH-ST.

LOSSES from 1st January, 1872, to 12th November, 1872	$3,912
SURPLUS over and above capital	172,596

Business confined to the City of New-York and immediate vicinity.
NATHAN C. ELY, President.
WM. H. RIBLET, Secretary.

INSURANCE.

STUYVESANT
INSURANCE COMPANY,
NO. 129 BOWERY
AND
NO. 200 BROADWAY.

CASH CAPITAL	$200,000
SURPLUS	150,000

THIS COMPANY LOSES NOTHING BY THE BOSTON FIRE, ITS BUSINESS BEING CONFINED TO NEW-YORK CITY AND IMMEDIATE VICINITY.
S. P. PATTERSON, President.
SAML. WILLETS, Vice-President.
GEORGE B. RHOADS, Secretary.
SIDNEY WHITTEMORE, Assistant Secretary.

RESOLUTE FIRE INSURANCE CO,
OF THE CITY OF NEW-YORK.
ORGANIZED JULY 18, 1857.
Office, No. 151 Broadway.

CASH CAPITAL	$200,000
CASH ASSETS	$270,675

DIRECTORS.

W. B. APPLETON,
SAM'L D. BABCOCK,
H. W. BELCHER,
C. C. BALDWIN,
JOS. B. BLOSSOM,
JOHN BRYAN,
T. B. CODLINGTON,
GEO. C. COLLINS,
HENRY DAY,
DAVID DOWS,
DENNING DUER,
W. BUTLER DUNCAN,
W. H. FOGG,
FREDERICK GANS,
S. E. GETTY,
JOHN GIHON,
PRESTON H. HODGES,
REUBEN W. HOWES,
WILSON G. HUNT,
J. B. KITCHING,
CH. G. LANDON,
JAMES LAWSON,
FRANCIS LELAND,
CYRUS H. LOUTREL,
A. E. MASTERS,
ANDREW MOUNT,
JOHN K MYERS,
GEO. L. NICHOLS,
F. PAYSON,
G. W. POILLON,
WM. REDMOND,
GUSTAVE REYNAUD,
R. W. RODMAN,
FRANCIS SKIDDY,
MARCUS SPRING,
ROBERT SQUIRES,
E B. STRANGE,
JOSEPH STUART,
JAMES S. STURGIS,
WILLIAM WATSON.

LOSS IN BOSTON
LESS THAN $10,000.

Buildings, Merchandise, Dwellings, Furniture, and Vessels in Port, insured against loss and damage by FIRE, at current rates.
JOHN GIHON, President.
WM. M. RANDELL, Secretary.

EXTRACT FROM INSURANCE SPECTATOR.

The RESOLUTE has had its share of the untoward experiences and perils which have environed fire insurance of late years; but the Company's stockholders have never faltered in their determination to maintain the highest credit, and no one who ever held one of the Resolute's policies can say either that he was paid less than 100 cents on the dollar, or that he was the recipient of other than the most high-toned and liberal treatment.

CITY
FIRE INSURANCE CO., OF N. Y.,
TRINITY BUILDING, 111 Broadway.
NEW-YORK, Nov. 11, 1872.

CAPITAL	$210,000
SURPLUS	150,000
TOTAL ASSETS	$360,000

This Company will have the ABOVE ASSETS after paying ALL THEIR LOSSES in Boston, and will continue to insure first-class risks in New-York and vicinity upon favorable terms.
SAMUEL TOWNSEND, President.
D. J. BLAUVELT, Secretary.

OFFICE OF THE

STERLING FIRE INSURANCE COMPANY.

NEW-YORK, Nov. 13, 1872.

AT THE ELECTION OF DIRECTORS held on the 4th inst. the following gentlemen were elected directors for the ensuing four years:

WM. REDMOND,
JAMES K. GRACIE,
EDWARD A. BIBBY,
R. L. KENNEDY,
CHAS. H. WARD,
HENRY A. TAILER,
THEO. S. FAXTON.

And the following gentlemen were elected inspectors of the next election: Isaac D. Cole, Jr., Edward Hen, and Wm. H. Seward.

At a meeting of the directors held this day, ANDREW L. SOULARD was unanimously elected President, EDWARD HAIGHT Vice-President, and JAMES WILLS was appointed Assistant Secretary.
J. K. VAN RENSSELAER, Secretary.

CORN EXCHANGE
INSURANCE CO.

Nov. 13, 1872.

OFFICE, NO. 104 BROADWAY.

At a meeting of the Board of Directors held THIS DAY, it was unanimously resolved that an assessment be made on each share of the stock of the Company sufficient to make up any deficiency of capital and to continue business as usual.
JAMES HARRISON, President.
WM. E. MALTBIE, Secretary.

HOPE FIRE INSURANCE CO.,

NO. 214 BROADWAY, NEW-YORK, Nov. 14, 1872.

At a meeting of the Board of Directors, held this day, it was unanimously resolved that an assessment be made on each share of the capital stock of this Company to make up any deficiency of the capital, if any be found to exist. The standing of the Company is not affected in the least by the Boston fire, and business of the public is respectfully solicited.
JOHN W. MERSEREAU, Vice-President.
ISAAC D. COLE, JR., Secretary.
LOUIS P. BAYARD, Assistant Secretary.

PEOPLE'S
Fire Insurance Co. of New-York.
OFFICES:
Nos. 393 Canal-st. and 165 Broadway.

THIS COMPANY LOSES NOTHING BY THE FIRE IN BOSTON.
F. V. PRICE, President.

COMMERCE
FIRE INSURANCE CO.,
OF NEW-YORK,
OFFICE, NO. 104 BROADWAY.
NEW-YORK, Nov. 12, 1872.

This Company will Pay all their Boston Losses in Full.

At a meeting of the Board of Directors, held this day, it was unanimously resolved to call for an assessment sufficient to make up any deficiency in the Capital of the Company, and to continue business as usual.
BENJ. BABCOCK, President.
WM. E. HOXIE, Secretary.

THE HANOVER
FIRE INSURANCE COMPANY

Hereby gives notice that it intends to increase the amount of its capital stock to
FIVE HUNDRED THOUSAND DOLLARS.
B. S. WALCOTT, President.
I. REMSEN LANE, SECRETARY.
NEW-YORK, Nov. 15, 1872.

RELIEF FIRE INSURANCE COMPANY, NO. 149 BROADWAY.

The capital stock of this Company is unimpaired by the Boston calamity. The entire losses will not exceed $50,000.

Business continued as usual.
J. H. PINKNEY, President.
WM. E. CRARY, Secretary.

INSURANCE.

Boston Fire.
HANOVER
FIRE INSURANCE COMPANY,
No. 120 Broadway, corner Cedar-st.,
NEW-YORK, Nov. 11, 1872.

CASH CAPITAL	$400,000
CASH SURPLUS Nov. 1, over	550,000
ASSETS, over	$950,000

This Company will pay all losses by the Boston Fire, leaving its Capital unimpaired, and a surplus of over $300,000.

Risks accepted as usual.
B. S. WALCOTT, President.
I. REMSEN LANE, Secretary.

DIRECTORS.

Ben. S. Walcott,
Philip W. Engs,
Charles Pitt,
Jas. P. Wallace,
Henry Adams,
Wm. M. Price,
Wm. A. Brown,
Dexter Fairbank,
Simon De Visser,
Elisha A. Packer,
Wm. S. Wallace,
M. Lehman,
Emil Sauer.
S. H. Rokenbaugh,
James Stuart,
Arnold A. Lewis,
Rob. S. Bussing,
Edwin C. Burt,
Paul Worth,
D. W. James,
Jas. Hazlehurst,
Geo. L. Kent,
F. L. Corning,
Morris K. Jesup,
Salem H. Wales,
Chas. H. Wesson,
J. E. Southworth,
Geo. A. Fellows,
Daniel Chauncey,
William H. Lee,
Danf'd Knowlton,
Elihu L. Mix,
Edward Bridge,
Aaron P. Belknap,
Ad'son F. Roberts,
Arthur B. Graves,
David E. Green,
W. H. Bridgman,
Isaac T. Smith.

PACIFIC FIRE INS. CO.,
No. 470 Broadway,
Branch, No. 167 Broadway,

Nov. 11, 1872.

Cash Capital	$200,000 00
Surplus, Nov. 11, 1872.	299,703 52
Total Cash Assets, Nov. 11, 1872	$499,703 52

UNADJUSTED LOSSES, BOSTON, $15,000.
A. F. HATFIELD, President.
T. F. JEREMIAH, Secretary.

OFFICE OF

HOFFMAN
FIRE INSURANCE CO.
No. 130 Broadway.

NEW-YORK, Nov. 14, 1872.

The Board of Directors of this Company, at a special meeting held this day, unanimously pledged themselves to make good any deficiency in its capital caused by the recent conflagration in Boston.

DIRECTORS:

William O. Hoffman,
Frederic De Peyster,
Samuel V. Hoffman,
George M. Miller,
Robert Schell,
Walton H. Peckham,
William O. Giles,
Henry Lewis,
Charles B. Hoffman,
Marcus F. Hodges,
Robert L. Kennedy,
James L. Morgan,
Ferdinand F. Dufais,
Edward R. Norton,
Albert Ward,
Robert P. Parrott,
Daniel L. Pettee,
A. D. Williams,
John H. Watson,
John H. Holdane.

MARCUS F. HODGES, President.
OLIVER A. DRAKE, Secretary.
SAMUEL M. CRAFT, General Agent.

OFFICE OF

THE MECHANICS' FIRE INSURANCE COMPANY, OF BROOKLYN,

No. 217 Montague-st., Brooklyn, and No. 165 Broadway, New-York.
BROOKLYN, Nov. 11, 1872.

Cash Capital	$150.000
Assets	240,000

We have no agencies, and only $5,000 in the burnt district in Boston, and respectfully solicit the patronage of our friends and the public.
JOHN H. BAKER, President.
WALTER NICHOLS, Secretary.

GUARDIAN
ASSURANCE CO., LONDON,
ESTABLISHED 1821.

FIRE ASSETS,
OVER SIX MILLION DOLLARS,
GOLD.

NO LOSS IN BOSTON.

NO. 60 WALL-ST.,
F. H. CARTER, Manager.

Mercantile Fire Ins. Co.,
No. 166 Broadway, New-York.

CAPITAL,	$200,000
ASSETS,	285,000

Total amount at risk in Burnt District, Boston, $68,000.

By a unanimous vote of the Board of Directors, this Company is prepared to pay all its Boston losses immediately upon receipt of satisfactory proofs, discounting the usual sixty days.
WM. A. ANDERSON, President.
C. W. PARMELEE, Secretary.

ARCTIC INSURANCE COMPANY,
No. 112 Broadway, New-York. }
Nov. 11, 1872. }

ASSETS, $344,716 08.

Boston losses will not exceed $100,000. A special assessment for the entire amount has been this day voted by the Directors.

DIRECTORS.

HENRY GRINNELL,
OGDEN HAGGERTY,
ALBERT WARD,
LOUIS LORUT,
THOMAS SCOTT,
ABM. R. VAN NEST,
HENRY K BOGERT,
DANIEL G. BACON,
THOS. F. YOUNGS,
SAM'L L. MITCHILL,
RUFUS R. GRAVES,
HENRY DAVIS,
WM. E. SHEPARD,
L. L. STURGES,
WM. R. FOSDICK,
G. K. SHERIDAN,
A. F. ROBERTS,
VINCENT TILYOU,
ALLEN F. HAND,
MADISON M. CALEB,
JOHN M. CONWAY,
MORRIS FRANKLIN,
JOHN F. SLATER,
EGBERT STARR,
ROBERT M. BRUCE,
S. H. CONDICT,
E. B. HINSDALE,
GEO. M. CLEARMAN.

VINCENT TILYOU, President.
CHAS. BAMBURGH, Secretary.

COLUMBIA
FIRE INSURANCE CO.,
NO. 161 BROADWAY.

SPECIAL NOTICE.

Errors having been made in publishing losses of insurance companies by the fire in Boston, the President and Directors of this Company deem it expedient and proper to inform the public that the whole amount of risks this Company has in the burnt district in Boston is $104,000; that if this amount is a total loss, the Company will pay it promptly and still have a handsome surplus remaining over and above its capital. From such information as can be obtained, it is believed, however, that the Company's loss will not exceed $75,000.
JNO. B. ARTHUR, Secretary.

POLICY-HOLDERS IN THE HUMBOLDT FIRE INSURANCE COMPANY,
are requested to send in their policies for cancelation.
WM. MULLIGAN, Receiver,
No. 120 Broadway.

INSURANCE.

JERSEY CITY INSURANCE CO.,
NO. 33 GRAND-ST.,
JERSEY CITY, N. J.

Capital and Surplus Jan. 1, 1872, $283,279 87.

SUSTAINED NO LOSS BY THE BOSTON FIRE

THE COMPANY HAS NO AGENTS OUTSIDE STATE OF NEW-JERSEY, TAKES NO SPECIAL OR EXTRA HAZARDOUS RISKS. INSURES ONLY DWELLINGS AND FIRST-CLASS MERCHANDISE RISKS.

DIRECTORS;

LEVI APGAR, President North River Bank.
C. V. B. OSTRANDER, President Merchants' Insurance Company, New-York.
W. HUSTACE, E. TREADWELL & SONS.
D. S. GREGORY, President Jersey Associates.
J. T. CROWELL, Merchant, Rahway.
H. F. COX, Merchant Murray-st., New-York.
J. R. SHOTWELL, Merchant, Rahway, N. J.
C. VAN VORST, Ex-Mayor Jersey City.

J. PAULMIER, President.
W. GAMBLE, Secretary.

W. R. WADSWORTH, Secretary.
J. D. SPARKMAN, President.

THE FIREMEN'S FUND
INSURANCE COMPANY
OF THE CITY OF NEW-YORK.
CHARTERED MAY, 1858.
OFFICE, NO. 167 BROADWAY.

Cash Capital	$150,000 00
Surplus	37,786 58
Total Assets	$187,786 58

This old established Company insures against loss or damage by fire on favorable terms.

BRANCH OFFICE, NO. 85 BROADWAY, BROOKLYN, E. D.
WILLIAM MORGAN & SON, Managers.

LOSS IN BOSTON CANNOT EXCEED $10,000.

NEW-YORK AND YONKERS
FIRE INSURANCE COMPANY,
Of the City of New-York.
OFFICE
NO. 1 PINE-ST.

New-York, Nov. 13, 1872.

The Board of Directors of this Company have resolved to make good the losses incurred by the Boston Fire. The Company with an unimpaired capital, continues business as usual.
RICHARD L. FRANKLIN, President.
JOHN W. SIMONSON, Secretary.

IMPORTERS' & TRADERS'
Insurance Company,
OFFICE, 192 BROADWAY,
NEW-YORK.

Cash Capital	$200.000
Assets 1st November, 1872	295.000

Boston losses less than $30.000.

JOSEPH BROKAW, President.
DANIEL A. SMITH, Secretary.

EAGLE FIRE COMPANY
OF NEW-YORK.
No. 71 Wall-st.
CHARTERED 1806.

NO LOSSES AT BOSTON.

ASSETS, Nov. 1, 1872,	$672,741
CAPITAL, Nov. 1, 1872,	300,000
SURPLUS, Nov. 1, 1872,	372,741

SANFORD COBB, President.
A. J. CLINTON, Secretary.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the "Times" Up-Town Office.
No. 54½ West 32d-st., junction Broadway and 6th-av.
And the "Times" West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

CHAMBER-MAID AND WAITRESS, or nurse and seamstress.—By an accomplished young Scotch girl, in a private family; understands her work thoroughly; willing and obliging; pretensions small; good references. To be seen at No. 138 6th-av., over drug-store.

CHAMBER-MAID AND WAITRESS.—By a respectable Protestant girl a situation as chamber-maid and waitress or nurse; would go in the country; good reference. Can be seen until engaged at No. 260 6th-av., between 16th and 17th sts.

CHAMBER-MAID AND WAITRESS.—By an American Protestant young woman, very respectable, or will do general house-work; country or City; good testimonials. Apply at No. 335 4th-av.

CHAMBER-MAID AND WAITRESS.—By a capable young tidy girl; thoroughly competent and obliging. Apply at No. 621 6th-av., near 36th-st.

COOK.—BY A NORTH OF IRELAND PROTestant woman, very respectable; excellent family cook; meats, game, soups of all kinds, pastry, creams, jellies; excellent baker, &c.; will assist in washing; country or City; good testimonials. Apply at No. 335 4th-av.

COOK.—BY A COMPETENT PERSON AS cook or housekeeper in a small family; understands marketing thoroughly, and all kinds of cooking; best City reference. Address A. B., *Times* Up-town Office, No. 54½ West 32d-st.

COOK.—BY A MOST RESPECTABLE WOMan, with the best recommendation, in a private family; is willing to do the coarse washing. Can be seen at No. 621 6th-av., near 36th-st.

COOK.—BY A GOOD FAMILY COOK; HAS good references as to her management and knowledge of a kitchen. Can be seen at No. 405 5th-av.

HOUSEKEEPER.—BY A YOUNG American widow lady as housekeeper; widower's family preferred. Call on or address Mrs. Wilson, No. 409 East 9th-st.

HOUSE-WORK.—BY AN INDUSTRIOUS English Protestant girl; would do the work of a small private family; no objection to chamber-work and waiting; good home rather than high wages; good references. Apply 138 6th-av., over drug-store.

HOUSE-WORK OR NURSE.—BY AN industrious young Scotch girl; is kind and gentle; would do the work of a small private family; good home rather than high wages; good reference. To be seen at No. 138 6th-av., over drug-store.

HOUSE-WORK, &c.—BY A GOOD WOman to do general housework, or as cook, washer and ironer. Apply at No. 127 Norfolk-st., between Rivington and Stanton sts.

HOUSEWORK.—BY A STRONG INDUStrious girl; is a good washer and ironer and a good plain cook; is neat and steady; good references. Apply at No. 621 6th-av., 36th-st.

NORTON'S, NO. 3 WHITEHALL-ST., IS the best place to obtain reliable help, male or female; no fees required in advance.

LADY'S MAID.—BY AN EXCEEDINGLY capable lady's maid; understands her duties perfectly, and can be highly recommended; has excellent City references. Can be seen at No. 405 5th-av.

LAUNDRESS.—BY A RESPECTABLE GIRL as first-class laundress in a private City family; understands all kinds of fine washing; notes attended to; excellent reference. Call at No. 314 West 54th-st.

LAUNDRESS.—BY A RELIABLE WOMAN as first-class laundress in a private family; good reference. Call at No. 314 West 21st-st., between 8th and 9th avs.

LAUNDRESS.—A RESPECTABLE WOMAN desires to take in washing at her own residence, or will go out by the day; good references. Call at No. 226 West 18th-st.

LAUNDRESS.—BY A YOUNG PROTESTant girl, as laundress in a respectable family. Inquire at her present employer's, No. 111 East 16th-st., between 11 and 1 P. M.

LAUNDRESS.—AN EXPERIENCED laundress solicits families' and gentlemen's washing to do at home; linens and fineries done in superior style. Call at No. 222 West 18th-st., Room No. 9.

SITUATIONS WANTED.

FEMALES.

LAUNDRESS.—A RESPECTABLE WOMAN desires to go out by the day as laundress; good reference. Call at No. 314 West 21st-st., between 8th and 9th avs.

SEAMSTRESS.—BY A RESPECTABLE young girl as seamstress; understands all kinds of family sewing, also dress-making, or would have no objection to any other light work; has good reference. Call at No. 107 East 4th-st.

SEAMSTRESS AND NURSE.—BY A young woman; can operate on a sewing-machine; prefers to go to Yonkers or any place on the Hudson; best City reference. Call at No. 621 6th-av.

WAITRESS.—BY AN ENGLISH PROTESTant young woman; very respectable; understands the care of silver and getting up salads; or will go as chamber-maid and waitress; very best testimonials. Call at No. 335 4th-av.

MALES.

COACHMAN, GROOM AND GARDENER—House-work.—By a respectable Protestant man and wife, with good recommendations; can care and drive horses, milk, garden, do farm-work, and is handy as a carpenter; wife is a good cook, also a nice washer and ironer. Apply at No. 138 West 11th-st., corner 6th-av.

COACHMAN.—BY A STEADY, SINGLE man; will be found sober and obliging; willing to make himself useful at any kind of work; first-class City reference; no objections to the country. Address Coachman, Box No. 207 *Times* Office.

COACHMAN.—BY A YOUNG MAN AS coachman and groom, with a private family; best of reference and experience. Call Saturday, this day, from 9 to 2, at No. 212 East 6th-st.

COACHMAN.—BY A SCOTCHMAN, SINGLE; is an experienced and most careful driver; three years' best recommendations. Apply to present employer, P. T. Barnum, No. 438 5th-av.

FIREMAN OR PORTER IN HOTEL, boarding-house, or restaurant, or kitchen work.—By a respectable, honest, and temperate German; will engage for the Winter at moderate wages. Apply at No. 138 West 11th-st., corner 6th-av.

GARDENER.—BY A SINGLE SCOTCHman as gardener; thoroughly understands the business in all its branches. Call or address D. L., seed-store, No. 67 Nassau-st., New-York.

USEFUL MAN.—BY A YOUNG MAN, SEVenteen years old; recently left school; has a knowledge of French and German; is willing to make himself generally useful; salary no object; good reference. Address S. X., *Journal of Commerce* Office.

USEFUL MAN OR COACHMAN AND Groom.—By a respectable young man with good recommendations; is a careful driver and good groom; can milk and do general work about a place. Apply at No. 138 West 11th-st., corner 6th-av.

WAITER.—BY A FIRST-CLASS FRENCH waiter; has excellent references for sobriety, and speaks English. Can be seen until engaged at No. 405 5th-av., French Office.

WAITER.—BY A FRENCH COLORED Protestant waiter-man; has good City references. Can be seen at No. 405 5th-av., French Office.

WANTED—A SUITABLE POSITION BY A young man eighteen years old, educated in German and American schools, with some knowledge of architectural drawing and book keeping; anxious to learn, and living with his parents; but a moderate salary required. Address George, Box No. 142 *Times* Office.

WANTED—A POSITION AS BUYER OR salesman in a woolen goods house. Address M. N. O., Box No. 152 *Times* Office.

HELP WANTED.

R. H. MACY & CO. WANT INTELLIGENT and industrious saleswomen in all departments of fancy goods; experienced saleswomen preferred; must be correct at figures and have good references. Apply at the desk of the Superintendent, between 2 and 4 P. M.

R. H. MACY & CO. WANT SMART WOmen as cashiers; must be quick and correct at figures and good judges of money; best of references required. Apply between 2 and 4 P. M., at the desk of the Superintendent.

WANTED—ONE OR TWO GOOD SALESmen for a wholesale cloth-house. Those having experience, and a reliable trade, address JOBBERS, Box No. 2,307 Post-office.

WANTED—A YOUNG MAN AS CLERK; one that is acquainted with the book and stationery business. BURNTON, No. 92 4th-av.

PUBLIC NOTICES.

SUPREME COURT.—IN THE MATTER of the application of the Department of Public Parks for and in behalf of the Mayor, Aldermen and Commonalty of the City of New-York, relative to the opening of Eighty-eighth-street, from Eighth-avenue to the new road or Public Drive, and from Twelfth-avenue to the Hudson River, in the City of New-York.—We, the undersigned Commissioners of Estimate and Assessment in the above-entitled matter, hereby give notice to the owner or owners, occupant or occupants, of all houses and lots and improved or unimproved lands affected thereby, and to all others whom it may concern, to wit: That we have completed our estimate and assessment, and that all persons interested in these proceedings, or in any of the lands affected thereby, and who may be opposed to the same, do present their objections in writing, duly verified, to A. M. Soteldo, Jr., Esq., our Chairman, at the office of the Commissioners, No. 82 Nassau-street, (Room No. 24,) in the said City, on or before the 23d day of November, 1872, and that we, the said Commissioners, will hear parties so objecting within the ten week-days next after the said 23d day of November, and for that purpose will be in attendance at our said office on each of said ten days at 11 o'clock A. M. That the abstract of the said estimate and assessment, together with our maps, and also all the affidavits, estimates and other documents which were used by us in making our report, have been deposited in the office of the Department of Public Works in the City of New-York, there to remain until the 5th day of December, 1872. That the limits embraced by the assessment aforesaid are as follows, to wit: All those lots, pieces or parcels of land lying and being on Eighty-eighth-street, between the Eighth-avenue and the new road, and between Twelfth-avenue and the Hudson River, and extending on either side of Eighty-eighth-street half the distance to the next street thereto, in the City of New-York. That our report herein will be presented to the Supreme Court of the State of New-York, at a special term thereof, to be held in the new Court-house at the City Hall, in the City of New-York, on the 17th day of December, 1872, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.—Dated New-York, Oct. 18, 1872.

A. M. SOTELDO, JR., }
JAMES S. HENNESSY, } Commissioners.
THOMAS W. PITTMAN, }

SUPREME COURT.—IN THE MATTER of the application of the Department of Public Parks and the Department of Public Works, for and in behalf of the Mayor, Aldermen and Commonalty of the City of New-York, relative to acquiring title for the use of the public to all lands required for laying out a new street, running parallel to One Hundred and Fifty-fifth-street, in an easterly direction from the Kingsbridge-road, across the Tenth-avenue to the Boulevard, near the Harlem River, as laid out by resolution of the Commissioners of the Central Park, in the City of New-York.

Notice is hereby given to the owners, lessees and parties interested in any of the lands, buildings or premises to be taken or damaged in the above entitled proceeding, to deposit their title-deeds, leases or other documents relating to their ownership or interest in any such lands, buildings or premises, with the undersigned Commissioners of Estimate and Assessment in this matter, at their office, Number 82 Nassau-street, (Room 24,) on or before the 22d day of November, 1872, at 12 o'clock M.

That the street intended to be laid out and opened by this proceeding extends in an easterly direction from the Kingsbridge-road, across the Tenth-avenue, to the Boulevard, near the Harlem River, the southerly side of said street being parallel to and distant 7,895 1-100 feet northerly from the southerly side of One Hundred and Fifty-fifth-street, known and designated on the map of the Department of Public Parks, filed in the office of the Register of the City and County of New-York, and as laid out by resolution of the Commissioners of the Central Park, adopted December 13, 1866, in said City of New-York.—Dated New-York, November 9, 1872.

NEVIN W. BUTLER,
WILLIAM R. MARTIN,
JOHN WHEELER,
Commissioners.

SUPREME COURT.—IN THE MATTER of the application of the Department of Public Parks and the Department of Public Works for and in behalf of the Mayor, Aldermen and Commonalty of the City of New-York, relative to acquiring title for the use of the public to all the lands required for the opening of Tenth-avenue from a point 10.353 feet six inches northerly from the southerly side of One Hundred and Fifty-fifth-street, in a north-westerly, westerly and south-westerly direction to the Eleventh-avenue, as laid out by resolution of the Commissioners of the Central Park, in the City of New-York.

Notice is hereby given to the owners, lessees, and parties interested in any of the lands, buildings or premises to be taken or damaged in the above-entitled proceeding, to deposit their title deeds, leases, or other documents relating to their ownership or interest in any such lands, buildings or premises, with the undersigned Commissioners of Estimate and Assessment in this matter, at their office, No. 82 Nassau-street, (Room No. 24) on or before the 22d day of November, 1872, at 12 o'clock M.—Dated Nov. 9, 1872.

JOHN WHEELER,
NEVIN W. BUTLER,
WILLIAM R. MARTIN,
Commissioners.

UNITED STATES INTERNAL REVENUE, }
THIRD DISTRICT, STATE OF NEW-YORK, }
NEW-YORK, Nov. 7, 1872. }

PURSUANT TO THE PROVISIONS of the United States Internal Revenue laws, (section 63, act July 13, 1866,) I have made the following seizures, at the places named below, for violation of the United States Revenue laws, viz.: 400 cigars at No. 364 East 10th-st., May 8, 1872—cause, no license; 3,000 cigars, — pounds leaf tobacco, at No. 14 1st-av., July 10, 1872—cause, no license; 300 cigars, 160 pounds leaf and scrap tobacco, at No. 100 Mott-st., July 23, 1872—cause, no license; 4,150 cigars, corner of Bowery and Grand-st., Sept. 7, 1872—cause, being removed from place of manufacture unstamped. Any parties claiming said goods are hereby required to appear and make their claim within thirty days from the date of this notice. In default thereof, the same will be sold according to law.

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JNO. McHARG, Collector.

FURNITURE.

T. G. SELLEW,
DESKS,
Office and Library Furniture.
NO. 103 FULTON-ST., NEW-YORK.
Fine Cylinder Desks.

FURNITURE, CARPETS AND BEDding, cheap, for cash, or weekly or monthly payments taken, at G. REID'S, No. 333 Hudson-st.

RELIGIOUS NOTICES.

GRACE CHAPEL, EAST 14TH-ST., OPPOsite the Academy of Music, Rev. JOHN W. KRAMER, Pastor.—Services on SUNDAY at 11 A. M., 3½ P. M., and 7½ P. M. In the evening, lecture in the course on the New Testament, with a short third service. Subject—*The Baptism and the Temptation of Our Lord.* Seats free.

CALVARY BAPTIST CHURCH West 23d-st., between 5th and 6th avs., ROBERT S. MACARTHUR, Pastor.—Preaching every SABBATH at 10½ and 7½ P. M. Strangers and persons having no regular place of worship, are cordially invited.

APOLLO HALL,
CORNER OF 28TH-ST. AND BROADWAY.
To let for balls, concerts, lectures, fairs, banquets, &c., &c. E. FERRERO.

A.—ANNIVERSARY.—REV. DRS. DE HASS, CURRY, STEEL and MACLAY, (of China,) Revs. BOWDISH, ROSS, (Pastor,) and others, take part in the second anniversary services of the South Harlem Methodist Episcopal Church, 2d-av. and 110th-st., on SABBATH next: preaching MORNING and EVENING, and reunion at 3 o'clock, J. B. CORNELL, Esq., presiding.

ATTORNEY-STREET METHODIST PROTESTANT CHURCH, between Delancey and Rivington-sts., Rev. J. J. WHITE, Pastor, who will preach SUNDAY, at 10½ o'clock. Mrs. ALDERDICE, the great London revivalist, will preach at 3 P. M. and at night at 7, and aid in all the meetings. Revival meetings EVERY NIGHT at 7½. All made welcome.

ALLEN-STREET PRESBYTERIAN CHURCH: near Grand: Rev. Dr. NEWELL, Pastor.—Six Sabbath evening discourses will be delivered in this Church by prominent pastors of this City. The first of the course will be delivered by Rev. Dr. JOHN HALL, on SUNDAY EVENING, Nov. 17, at 7½ o'clock.

APOLLO HALL, BROADWAY AND 28th-st.—THOMAS GALES FORSTER, trance speaker, lectures at 10½ A. M. Subject—*The Religious Need of the Hour;* and 7½ P. M., theme of the morning's discourse continued. Children's Lyceum, 12 M. Conference, 2½ P. M.

ALLEN-STREET M. E. CHURCH.—Rev. WM. MCALLISTER, Pastor, will preach at 10½ A. M., and Rev. J. M. REID, D. D., at 7 P. M. Interesting addresses at the youths' missionary meeting at 2 P. M. Young people's prayer-meeting at 6 o'clock. Seats free. All are cordially invited.

ALL SAINTS FREE CHURCH, CORner Henry and Scammel sts., New-York, Rev. WM. N. DUNNELL, Rector.—Services every SUNDAY at 10½ A. M. and 7½ P. M.; also every WEDNESDAY EVENING at 7½.

AT THE SEVENTH-STREET M. E. CHURCH, near 3d-av.—Rev. Bishop MERRILL, in the MORNING, at 10½ o'clock; the Pastor, Rev. JOHN PARKER, in the EVENING, at 7½. Sabbath-school at 9 and 2 P. M. Seats all free.

ASSOCIATION HALL, CORNER 23D-ST. and 4th-av.—SUNDAY, Nov. 17. Bible Class at 5 P. M. conducted by W. H. THOMSON, M. D. Service of Song at 7½ P. M., followed by an address by Rev. GEORGE MURE SMITH.

AT THE WILLETT-STREET M. E. CHURCH, near Grand-st., Rev. GEORGE TAYLOR will preach at 10½ A. M. and 7½ P. M., as usual. Young men's prayer-meeting one hour before evening service.

ALL SOULS' CHURCH, CORNER 4TH-av. and 20th-st.—SUNDAY, Nov. 17—Rev. Dr. BELLOWS will preach in the MORNING at 10½, and in the EVENING Rev. Mr. CATLIN will preach at 7½. At evening service, all seats free.

ANTHON MEMORIAL CHURCH, 48th-st., between 6th and 7th avs.—Rector, Rev. R. HEBER NEWTON.—Divine service at 10½ A. M. and 7½ P. M. The Rector will preach.

AT THE DUANE M. E. CHURCH, Hudson-st., near Spring.—Rev. J. G. OAKLEY will preach SUNDAY, at 10½ A. M. and 7½ P. M. Seats free.

AT CANAL-STREET PRESBYTERIAN CHURCH, entrance No. 17 Greene-st., services SUNDAY at 10½ and 3½ by Rev. DAVID MITCHELL. Strangers welcome.

BETHLEHEM MISSION SUNDAY-SCHOOL will hold their third anniversary in their rooms at Brookes' Hall, No. 361 Broome-st., near Elizabeth-st., SUNDAY AFTERNOON, Nov. 17, commencing at 2½ o'clock. A reunion of superintendents, teachers, scholars and fellow-laborers in this mission field of labor and love for Jesus of Bethlehem. Singing by the children. Short addresses by Rev. Dr. THOMAS D. ANDERSON, of First Baptist Church, corner of Park-av. and 39th-st.; Rev. CHRISTOPHER RHODES, of Stanton-street Baptist Church, and others. We do earnestly invite you, one and all, to encourage us with your presence.
JOHN HAMILTON, JR., Superintendent.
S. HANDY, Secretary.

BEREAN BAPTIST CHURCH, CORNer Bedford and Downing sts.—Preaching by the Pastor, Rev. PHILLIP L. DAVIES, on SUNDAY, 17th inst., at 10½ A. M. and 7½ P. M. Sunday-school at 9 A. M. and 2 P. M. All are cordially invited.

BROADWAY TABERNACLE CHURCH.—On SABBATH EVENING, the Pastor, Rev. WM. M. TAYLOR, will preach in the Fourth Presbyterian Church, on 34th st., west of Broadway. Services commence at 7½ o'clock.

BISHOP BEDELL, OF OHIO, WILL preach in St. Timothy's Church, SUNDAY MORNING, the 17th inst., at 10½ o'clock service. Entrances on 56th and 57th sts., west of 8th-av. Sermon by the Rector, Dr. GEER, at 7½ o'clock.

BISHOP SNOW, OF MOUNT ZION Church of the Second Advent, will preach in the University, Washington-square, on SUNDAY, at 3 P. M. Seats free. Subject—*Romanism, Its Character and Doom in the Light of Scripture Prophecy.*

BISHOP HAVEN.—THIS EMINENT clergyman will lay the "corner-stone" of the Beekman Hill M. E. Church, 50th-st., between 1st and 2d avs., next TUESDAY AFTERNOON at 3 o'clock.

CENTRAL PRESBYTERIAN CHURCH, West 56th-st., near Broadway.—The third of the series of Sabbath-evening discourses will be delivered by Rev. Dr. R. R. BOOTH, Nov. 17, at 7½ o'clock P. M. MORNING services at 10½ o'clock. Preaching by the Pastor, Rev. JAMES D. WILSON. All are cordially invited.

CHURCH OF THE HEAVENLY REST, 5th-av., above 45th-st.—Divine service on SUNDAY, 17th inst., at 11 A. M. and 3½ P. M. At the afternoon service, the fifth sermon will be preached of the series on "Difficult Passages of Scripture." Subject—*Sell What Thou Hast, and Give to the Poor.*

CHURCH OF THE INCARNATION, Madison-av. and 35th-st.—Right Rev. Bishop BEDELL will preach in this Church on SUNDAY, at 10½ o'clock.

CENTRAL M. E. CHURCH, 7TH-AV., near 14th-st.—Rev. E. O. HAVEN, D. D., at 10½ A. M., and Rev. J. F. CHAFFEE, D. D., of Colorado, at 7½ P. M.

CHURCH OF THE MESSIAH, CORner Park-av. and 34th-st.—Rev. W. H. CUDWORTH, of Boston, will preach SUNDAY, Nov. 17, MORNING and EVENING.

CHURCH OF THE REFORMATION, (Episcopal,) 50th-st., east of 3d-av.—Rev. W. T. TRACY, Rector. Service on SUNDAY, at 10½ A. M. and 4 P. M. Sunday-school at 2½ P. M.

DOES THE LIGHT OF NATURE prove the existence of God? Discussed at Mohawk Hall, south-west corner of 8th-av. and 16th-st., on SUNDAY, at 7½ P. M. E. F. BREWSTER, Esq., in the affirmative, and Dr. T. R. KINGET in the negative.

DR. JOHN HALL IS EXPECTED TO speak at the corner-stone laying of the new Methodist church on Beekman Hill, 50th-st., between 1st and 2d avs., on next TUESDAY AFTERNOON at 3 o'clock.

FIVE POINTS MISSION, SITE OF THE Old Brewery, No. 61 Park-st.—The original Mission at the Points, Rev. J. N. SHAFFER, Superintendent. Sunday-school at 9½ A. M., and from 2½ to 4 P. M. Preaching at 7 P. M. Come in.

FIRST BAPTIST CHURCH, PARK av. and 39th-st. Service—Preaching by Rev. T. D. ANDERSON, D. D., Pastor, MORNING and EVENING. Sunday-school 9 A. M. Prayer-meeting in Chapel 7 P. M. All invited.

FIRST FREE METHODIST CHURCH.—Elder M. N. DOWNING, Pastor, will preach on SABBATH NEXT, at 10½ A. M. and 7½ P. M., in the hall, corner of 8th-av. and 25th-st. Dedication of our new Church on SABBATH, Dec. 1.

GREENE-STREET M. E. CHURCH, between Broome and Spring sts.—Preaching SUNDAY at 10½ A. M. by the Pastor, Rev. E. S. OSBON. Anniversary of Sunday-school Missionary Society at 7½ P. M. Address by Rev. A. S. LAKIN, of Alabama, and singing by the school.

HARLEM.—SECOND PRESBYTERIAN CHURCH, Rev. EDWARD L. CLARK, Pastor, preaches each SUNDAY MORNING and EVENING in the new hall, 125th-st., between 3d and 4th avs. Sunday-school, 2½. FRIDAY EVENING, prayer-meeting and historical lecture, 7½. All seats free.

HARLEM CONGREGATIONAL CHURCH, corner 125th-st. and 2d-av., Rev. SAMUEL H. VIRGIN, Pastor.—Services every SABBATH at 10½ o'clock A. M. and 7½ o'clock P. M. Sabbath-school at 2 o'clock P. M. Cordial invitations extended to all.

INTERESTING SERVICES.—THE CORner-stone of the new Beekman Hill M. E. Church, East 50th-st., between 1st and 2d avs., will be laid with appropriate ceremonies by Bishop HAVEN, on TUESDAY AFTERNOON, Nov. 19, at 3 o'clock. Rev. JOHN HALL, D. D., Rev. R. M. STRATTON, and others, are expected to deliver addresses.

LYRIC HALL, NO. 723 6TH-AV.—O. B. FROTHINGHAM, Pastor of the Independent Society, will preach on SUNDAY MORNING at 10½ o'clock. Subject—*Perils of Fortune and of Misfortune.*

MADISON-AVENUE BAPTIST CHURCH, corner 31st-st.—Preaching in the MORNING by the Pastor, Rev. J. F. ELDER, at 10½ o'clock; in the EVENING, the thirty-sixth anniversary of the Missionary Society connected with the Sunday-school, at 7½ o'clock. Addresses by Hon. CEPHAS BRAINERD and Rev. A. S. PATTON, D. D.

MURRAY HILL PRESBYTERIAN CHURCH, 40th-st., near Lexington-av.—Services on SABBATH at 10½ A. M. and 7½ P. M.; preaching by the Pastor, Rev. GEORGE S. CHAMBERS.

MADISON-AVENUE REFORMED Church, corner of 57th-st.—Preaching by Rev. H. D. GANSE, the Pastor, at 10½ A. M. and 3½ P. M. Sunday-school at 2½ P. M. All are cordially invited.

NEW-YORK ASSOCIATION OF SUNDAY-SCHOOL TEACHERS.—November meeting MONDAY EVENING at 7½, at Fourth-avenue Presbyterian Church, corner 22d-st. The first lesson of the International series for 1873: Subject—*The Creation,* will be taught by Rev. ISAAC RILEY, D. D., and an address will be given upon *The Qualifications and Spirit of Sabbath-school Teachers,* by Rev. DAVID INGLIS, LL. D.

NEW TESTAMENT WORDS ABOUT NATURE.—Rev. STEPHEN H. TYNG, Jr., will deliver a course of lectures on the above topic in the Church of the Holy Trinity, Madison-av. and 42d-st., on SUNDAY EVENINGS at 7½ o'clock. Subject for Nov. 17, inst., *The Moon.*

OLD BOWERY THEATRE.—LAY preaching SABBATH EVENING at 7½ o'clock by W. B. HUTCHINGS, formerly Barnum's Lightning [illegible], seats free.

IMPORTANT ANNOUNCEMENT.
Look at the following list of distinguished names:
Rev. Bishop JANES,
Rev. Bishop FOSTER,
Rev. Bishop AMES,
Gen. CLINTON B. FISK,
and others

have been positively engaged to speak in behalf of THE CHURCH EXTENSION AND MISSION WORK IN NEW-YORK,
TO-MORROW (Sunday) EVENING,
In the TRINITY M. E. CHURCH,
34th-st., near 8th-av.

The exercises will commence at 7½ o'clock. In view of the large attendance that may be looked for, and in order to prevent confusion, friends are requested to go early. Ushers will be in attendance, and every effort will be made to provide for the comfort of all.

OLD JOHN-STREET M. E. CHURCH, between Nassau and William sts.—Preaching at 10½ A. M. and 7½ P. M. by the Pastor, Rev. L. S. WEED. Seats free. All cordially invited.

PRESBYTERIAN CHURCH OF SEA AND LAND, corner of Market and Henry sts.—Preaching SUNDAY MORNING at 10½, and at 7½ P. M., by the Pastor, Rev. EDWARD HOPPER, D. D. Sabbath-school 9 A. M., 2 P. M. Seats free. Seamen and others are all invited.

PILGRIM BAPTIST CHURCH, 33D-st., between 8th and 9th avs.; Rev. J. SPENCER KENNARD, Pastor.—Services at 10½ A. M. and 7½ P. M. Strangers applying to the ushers will be shown seats on the main floor.

REV. DR. DOWLING, FORMERLY Pastor of the Berean Baptist Church, Bedford-st., will preach on SUNDAY MORNING and EVENING at the South Baptist Church, 25th-st., near 8th-av. The sexton will be ready at the close of either service, to wait upon applicants for renting of pews or sittings. All are cordially invited.

REV. O. H. TIFFANY, D. D., OF THE Metropolitan Church, Washington, D. C., will deliver a lecture in Beekman Hill M. E. Church, 50th-st., between 1st and 2d avs., TUESDAY EVENING, Nov. 19, at 8 o'clock. Subject—*Work and Its Worth.* Tickets, 50 cents.

REV. FRED. EVANS, PASTOR, WILL preach at the Central Baptist Church, south side of West 42d-st., near 7th-av., next LORD'S DAY, at 10½ A. M. and 7½ P. M. Subject in the MORNING—*The Morning and the Rain.* All are welcome—strangers especially.

REV. DR. BARNARD, PRESIDENT of Columbia College, will preach in the Church of St. John Baptist, Lexington-av., corner 35th st., on SUNDAY EVENING, Nov. 17, at 7½ o'clock. Seats free.

REV. MR. PENDLETON WILL PREACH in the West Fifty-third-street Baptist Church on SABBATH MORNING at 10½. EVENING at 7½. Strangers in the City are cordially invited.

REV. H. D. NORTHROP WILL PREACH at the West Twenty-third-street Presbyterian Church SUNDAY at 10½ and 7½. Third discourse in the EVENING on *Great Characters of Scripture.*

REV. GEORGE MACDONALD.—MONDAY NIGHT, Steinway Hall. Lecture on *Tom Hood.*

SIXTH-AVENUE REFORMED CHURCH, opposite Amity-st.—Preaching SUNDAY at 10½ A. M. and 7½ P. M., by Rev. JULIUS L. DANNER, Pastor. Subject for the evening, third of the series, on *Bunyan's Pilgrim's Progress.* Sabbath-school monthly missionary meeting at 2½ P. M. Strangers welcome.

SEVENTH-AVENUE UNITED PRESbyterian Church, between 12th and 13th sts.—*The Boston Fire and its Lessons* will form the topic of discourse, by Rev. S. H. GRAHAM, Pastor, on SABBATH MORNING at 10½ o'clock. Usual AFTERNOON service at 3 o'clock.

ST. BARTHOLOMEW'S CHURCH, CORner Madison-av. and 44th-st.—This Church will be open on FRIDAY and SATURDAY, 15th and 16th inst., between the hours of 9 A. M. and 5 P. M., and from 7 to 9 in the evening, for the rental of all unsold pews in said Church.

ST. TIMOTHY'S CHURCH, 56TH AND 57th sts., west of 8th-av.—SUNDAY, 17th inst., holy communion at 8 o'clock A. M. At 10½ o'clock sermon by Bishop BEDELL, of Ohio. Sunday-school at 2½ P. M. Sermon by Rector, Dr. GEER, at 7½ P. M.

SEVENTEENTH-STREET M. E. CHURCH, between 1st and 2d avs.—Rev. WM. H. BOOLE, Pastor, will preach SUNDAY MORNING and EVENING. Seats free. Prayer-meeting at 6 P. M.

ST. ANN'S CHURCH, 18TH-ST., NEAR 5th-av.—On SUNDAY, Holy Communion at 7 A. M. Rev. J. B. FLAGG, D. D., will preach at 10½ A. M., and Rev. Mr. CHAMBERLAIN at 2½ P. M. (for deaf-mutes) and at 7½ P. M. Seats free.

SPRING-STREET PRESBYTERIAN CHURCH, near Varick.—Preaching by Rev. G. M. MCCAMPBELL, Pastor elect, at 10½ A. M. and 3 P. M. Young people's prayer-meeting at 7½ P. M. All are cordially invited.

ST. JAMES' CHURCH, EAST 72D-ST.—Bishop CLARKSON, of Nebraska, will preach on SUNDAY MORNING. Services every SUNDAY EVENING at 7½.

ST. PAUL'S M. E. CHURCH, 4TH-AV., corner 22d-st.—Bishop HAVENS will preach at 10½ A. M., and Rev. C. D. FOSS, D. D., will preach in the EVENING, at 7½.

THE ELECTION, ITS PRINCIPLES AND Lessons—At Second-street M. E. Church, between Avenues C and D, HENRY ASTON, Pastor. Preaching at 10½ by Rev. JOSEPH HOLDRICH, D. D. Preaching at 7 P. M. by the Pastor. Subject—*The Election, Its Principles and Lessons.*

THIRTY-SEVENTH-STREET M. E. CHURCH, near 3d-av.—Preaching SUNDAY at 10½ A. M. by Rev. S. ALLEN, of Maine, and at 7 P. M. by the Pastor, Rev. T. H. BURCH. Seats free.

THE CHURCH PERFECTED THROUGH Suffering.—Preaching by Rev. C. A. J. BRIGHAM, Catholic Apostolic Church, 16th-st., between 6th and 7th avs., SUNDAY, 7½ P. M. All are invited.

WASHINGTON-SQUARE M. E. CHURCH 4th-st., near 6th-av.—Preaching on SABBATH, by Rev. Bishop JESSE T. PECK, D. D., at 10½ A. M., and by the Pastor, Rev. W. P. ABBOTT, at 7½ P. M. Trustees in attendance to seat strangers.

WEST TWENTY-FIFTH-STREET UNITED PRESBYTERIAN CHURCH, between 6th and 7th avs.—The Pastor, Rev. S. J. STEWART, will preach on SABBATH MORNING and AFTERNOON, at 10½ and 3½. Strangers invited.

WEST SEVENTEENTH-STREET BAPTIST CHURCH, near 6th-av.—Preaching by the Pastor, Rev. ROBT. CAMERON, on SUNDAY at 10½ A. M. and 7½ P. M. All invited.

LEGAL NOTICES.

AT A SPECIAL TERM OF THE Supreme Court, held at the Court-house in the City of New-York on the 6th day of June, 1872.—Present, Hon. George C. Barrett, Justice.—GEORGE W. MOTGOMERY against THE MARKET FIRE INSURARNCE COMPANY.—On reading and filing the petition of Henry P. Freeman, Receiver of the Market Fire Insurance Company, and it appearing to this Court, that it is necessary and proper that an order should be made herein in accordance with the prayer of said petition. Now on motion of Stephen W. Gaines, attorney for said receiver, it is ordered that a notice be published in the New-York daily *Times,* a newspaper published in the City of New-York, once a week for six months, requiring all the creditors of the said the Market Fire Insurance Company to exhibit their claims and become parties to the above entitled suit, within six months from the first publication of this order, and in default thereof that they be precluded from all benefit of the judgment or decree which shall be made in such suit, and from any distribution which shall be made under such judgment or decree. And it is further ordered that a copy of this order be published in the same manner, and for the same time, as hereinbefore directed for the publication of said notice. And it is further ordered that John H. Platt, Esq., a counselor of this Court, be and be hereby is appointed referee for the purposes of this order; that such publication be made under his direction, and that all the creditors exhibit their claims to him; that the said referee hear and determine any claims that may be contested, and that he may be at liberty to report to this Court from time to time as he may deem proper. And it is further ordered that the said receiver may apply to this Court at any time for further directions in this suit.

Notice to creditors of the Market Fire Insurance Company.—To all whom it may concern.—Supreme Court, City and County of New-York.—GEORGE W. MONTGOMERY against THE MARKET FIRE INSURANCE COMPANY.—Notice is hereby given that an order, of which the foregoing is a copy, has been duly made in the above entitled action, and that all creditors of said Company are required to exhibit their claims to me, the undersigned, at my office, No. 40 Wall-street, in the City of New-York, and to comply with the terms of said order on or before the 20th day of December, 1872.—Dated New-York, June 7, 1872.
je8-law6mS JOHN H. PLATT Referee.

SUPREME COURT—CITY AND COUNTY of New-York.—ELEAZER PEET, plaintiff, against NORMAN WIARD, defendant.—Summons, for relief, (Com. not ser.)—To the defendant: You are hereby summoned and required to answer the complaint in this action which will be filed in the office of the Clerk of the City and County of New-York, and to serve a copy of your answer to the said complaint, on the subscriber at his office No. 161 Broadway, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated Nov. 8, 1872.
GEO. J. PEET, Paintiff's Attorney,
No. 161 Broadway, New-York.

The complaint in the above entitled action was filed in the office of the Clerk of the City and County of New-York, in the City of New-York, on the 8th day of November, 1872.
n9-law6wS GEO. J. PEET, Plaintiff's Attorney.

MACHINERY.

FOR SALE—THREE MEDIUM HOE DRUM cylinders, and other choice presses at bargains. Address FURNISHERS, Box No. 3,605 New-York Post-office.

BOSTON, Mass., Nov. 14, 1872.

THE BOSTON EARTHENWARE, CHINA, AND GLASSWARE IMPORTERS

Take an early opportunity to assure their customers throughout the United States that, notwithstanding the great conflagration which occurred in this city on the 9th and 10th inst., the market is amply supplied with goods of every description in our line, and at the lowest market rates. Although several of our number were so unfortunate as to lose a portion of their stock by the late fire, they are again located, and any orders sent them for packages or open goods will be as promptly answered as heretofore.

BRIGGS, RICHARD.
CLARK, ADAMS & CLARK.
CLARK, PLYMPTON & CO.
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WHEELER, A. B. & CO.
WIGGIN, C. E.

INSTRUCTION.

Mount Washington Collegiate Institute,

NO. 40 WASHINGTON-SQUARE (SOUTH.)
DR. GEO. W. CLARKE, PRINCIPAL.
Prepares pupils of all ages for business or college.

CHARLIER INSTITUTE
FOR BOYS & YOUNG GENTLEMEN,
BOARDING AND DAY SCHOOL.
Nos. 126 and 128 East 24th-st.

ANTHON GRAMMAR SCHOOL,
No. 252 Madison-av.
School hours, 9½ A. M. to 2½ P. M.

REMOVAL.
MRS. SYLVANUS REED'S
English, French and German boarding and day school,
FOR YOUNG LADIES AND CHILDREN,
opened the 1st of October, 1872, at her new buildings, erected for the purpose,
NOS. 6 AND 8 EAST 53D-ST.,
near Central Park, 5th-av., New-York.

MISS STEERS'
ENGLISH AND FRENCH Boarding and Day School for Young Ladies and Children, No. 48 West 17th-st., will re-open Thursday, Sept. 26. Application may be made by letter, or personally, as above.
Mrs. STEERS' finishing class for Young Ladies in Historical Readings, Literature, &c., and classes in French Conversation and Languages, will commence Oct. 15.

MRS. JOHN V. B. BLEECKER'S
FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES AND CHILDREN, No. 44 West 54th-st., near Central Park.
Mrs. Bleecker has a primary department for children from four to seven years of age. Miss PEGRAM is associated with Mrs. Bleecker, and has charge of the higher branches.

YONKERS MILITARY INSTITUTE,
A BOARDING SCHOOL
for making boys intelligent, healthy, Christian men.
ESTABLISHED 1854.
Earnest teaching; common-sense management.
BENJAMIN MASON, Box No. 654, Yonkers, N. Y.

IRVING INSTITUTE.
SELECT SCHOOL FOR BOYS.
TARRYTOWN, N. Y.
Send for circular.
A. ARMAGNAC, M. A., Principal.

GOTHIC HALL.
YOUNG LADIES' BOARDING-SCHOOL,
Stamford, Conn.
For new catalogues, apply to Principals,
Misses AIKEN & CHASE.

MRS. WILLIAMES'
English and French Boarding and Day School for young ladies and children,
No. 26 West 39th-st., near 5th-av.

JACKSON MILITARY INSTITUTE.
Tarrytown, N. Y. Established 1857.
Address Rev. F. J. JACKSON, M. A., Principal.

MISS COMSTOCK,
Nos. 32 and 34 West 40th-st.,
Reservoir Park.

YOUNG LADIES' GERMAN, FRENCH and English Boarding and Day School, Stamford, Conn., Mrs C. E. RICHARDSON, Principal.—This well-established institution, within little more than an hour's ride of New-York, offers, in the course of teaching and in the qualifications of its instructors, advantages such as are, ordinarily, only to be obtained in the best Metropolitan schools; and combines with those advantages such rural surroundings and such a moderate scale of charges as are unattainable in the City. A limited number of pupils only received. Terms for boarding pupils, $500, $575 and $650 per annum. References: Bishop Williams, of Connecticut; Rev. Dr. Muhlenberg, Gen. Vinton, Martin Paine, M. D., New-York. School begins Sept. 22.

GIRARD INSTITUTE, NO. 35 EAST 62D st., near Madison-av., one block from the Central Park, which is the play ground of the school.—French and English day and boarding school for young gentlemen with a separate primary department for children of both sexes; complete studies in French and in English; modern languages; good cares and comforts. Prof. PAUL E. GIRARD, Director. Prospectus at Messrs. Francis & Loutrel, No. 45 Maiden-lane; Brentano, No. 33 Union-square.

AN AMERICAN FAMILY OF EDUCAtion and refinement, living in most select neighborhood in City, would like to receive into their home, three young ladies, to educate under the immediate supervision of a young native French lady; parental care, and every opportunity for improvement without the routine of school. Address MURRAY H., *Times* Up-town Office, 54½ West 32d-st.

"KINDERGARTEN SCHOOL," FOR children, and PRIVATE RECITATION ROOMS for LADIES. Reopen Sept. 26. Object, the physical, mental and moral culture of children; also, to furnish special advantages to LADIES not desiring the routine of school. Miss E. M. COE, Prin., 15 West 42d-st.

MESDEMOISELLES CHARBONNIER'S French Protestant Boarding and Day School for young ladies, No. 36 East 35th-st., (formerly No. 42 Avenue du Roule, Neuilly, Paris.)
FRENCH CLASSES FOR LADIES three times a week.

PREPARATORY SCIENTIFIC SCHOOL, No. 1,193 Broadway, near 28th-st., for all engineering and Government schools, directed by A. COLIN, late of the Engineer Corps, United States Navy and Professor at the Naval Academy. *Elementary class for boys.* Send for circulars.

JOHN MACMULLEN'S SCHOOL, NO. 1,214 Broadway, near 30th-st., reopens MONDAY, Sept. 16. Number limited to forty; one teacher to ten boys. A few boarders taken. Circulars at PUTNAM'S, corner 4th-av. and 23d-st., and at store under school.

J. W. SCHERMERHORN, A. M., B. D., will reopen Sept. 16, his English, commercial, classical, French and German Institute, No. 659 6th-av., between 48th and 49th sts. Circulars and conference at the rooms.

MRS. JONSON AND MISS JONES' English and French Boarding and Day School for Young Ladies and Children, No. 13 East 31st-st., between 5th and Madison avs.

DR. BERTHES' FRENCH, ENGLISH, classical and mathematical school opens Sept. 16, at No. 105 East 40th-st. Prospectus at LOCKWOOD'S, No. 812 Broadway.

MRS. J. T. BENEDICT'S ENGLISH, French and German Boarding and Day School for young ladies, reopens Oct. 1. No. 7 East 42d-st.

BENDAN'S SCHOOL, 136 WEST 41ST-ST.—Classics, English, German, French, Mathematics, Primary; eighteen years' experience; limited number.

G. HAMILTON'S ENGLISH, CLASSICAL, and Mathematical School, No. 781 6th-av., between 44th and 45th sts.

GERMAN PRIVATELY TAUGHT BY DR. BENDAN, late of the University, at 136 West 41; prepares for College.

MILITARY BOARDING SCHOOL, WHITE Plains, N. Y. Principal O. R. WILLIS, Ph. D.

FOR BOYS—SUPERIOR ADVANTAGES AT Riverview Academy, Poughkeepsie, N. Y.

MISS F. B. PRIEST WILL REOPEN her school, 229 East 19th-st., MONDAY, Sept. 23.

TEACHERS.

A MIDDLE-AGED FRENCH LADY, having great experience in teaching, wishes to take charge of the education of children in a respectable family; no objection to the country; best references given and required. Address S. G., care of F. W. Christern, foreign book-seller, No. 77 University-place.

WANTED—IN A SCHOOL, FROM 9 TO 4, five days per week, a thoroughly experienced teacher of Latin and Greek; a good disciplinarian. Apply to No. 128 East 24th-st., between 10 and 12 A. M., or at 7 P. M.

AN EXPERIENCED CLASSICAL and mathematical teacher, scholar and gold medallist of foreign university, desires employment. Prepares for college, (English or American.) City reference. Address TUTOR, Box 169 *Times* Office.

A YALE GRADUATE WITH THREE years' City experience in teaching, wants private pupils; best testimonials. Address O. S., Box No. 105 *Times* Office.

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against Mrs. MARY A. GOMPERTS, late of the City of New-York, in the County and State of New-York, deceased, to present the same, with vouchers thereof to the subscribers at the book-store of J. Milton Ferry, No. 76 Bowery, in the City of New-York on or before the 15th day of May next.—Dated, New-York, the 8th day of November, 1872.
HIRAM RAYNOR, } Executors.
JOHN TOWNSHEND. }
n9-law6mS*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against EDMUND B. CHEREVOY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers at their place of business, the office of C. W. Van Voorhis, attorney at law, No. 12 Chambers-st., in the City of New-York, on or before the 25th day of March, 1873, next. Dated New-York, the 20th day of Sept., 1872.
GEORGE BRAID, } Executors.
THOMAS W. WEATHERED. }
s21-law6mS*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOSHUA L. UNDERHILL, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Underhill & Ulshoeffer, No. 54 Wall-street, in the City of New-York, on or before the 20th day of May next.—Dated New-York the 14th day of November, 1872. HENRY H. UNDERHILL,
n16-law6mS* Executor.

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against BENJAMIN F. COOPER, late of the City of New-York, deceased, to present the same with vouchers thereof, to the subscriber, at her place of residence, and place for the transaction of her business, No. 27 Charlton-street, in the City of New-York, on or before the 20th day of December next.—Dated New-York, the 13th day of June, A. D. 1872.
ANN ELIZA COOPER, Executrix, &c.
je15-law6mS*

EXCURSIONS.

LONG ISLAND RAILROAD.
Sunday excursion trains, for Northport, Locust Valley, and Rockaway, leave Hunter's Point at 9:30 A. M. and 6 P. M.

HORSES AND CARRIAGES.

S. DINGEE, Auctioneer.
WILL SELL WITHOUT RESERVE,
ON MONDAY, Nov. 18, 1872
Commencing at 10 o'clock A. M.,
a private gentleman's complete turnout, at Silleck's stables, 125th-st., between 4th and 5th avs.:
One black horse, six years old, fifteen and a half hands high, warranted sound, kind, and gentle; can trot in 2:40.
One sorrel mare, seven years old, fifteen and a half hands high, sound, kind, and gentle; very fast and superior roadster. Also, Stiver's top buggy, Kimball's jump-seat rockaway, sleigh, harness, robes, &c., &c. S. DINGEE & CO.,
Nos. 337, 339, 341 4th-av., corner 25th-st.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
at the TIMES Up-town Office,
No. 54½ West 32d-st., junction of Broadway and 6th-av.;
and the TIMES West-side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

COUNTRY BOARD FOR FOUR HORSES—Large farm, pasturage, warm stables, good feed and care; sixteen miles from New-York in New-Jersey; terms moderate. Address or call on H. E. PICKERT & CO., No. 28 Old-slip.

HORSE BLANKETS—A LARGE STOCK and assortment at HARMER, HAYS & CO'S., No. 72 Beekman-st.

FOR SALE.—A C SPRING CLARENCE coupé, in perfect order, at private stable, No. 122 West 29th-st.

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MADISON-AVENUE HOTEL
COR. 27TH-ST. AND MADISON-AV.,
OPPOSITE NEW-HAVEN DEPOT.
American and European Plan.
A first-class restaurant, with reasonable prices.
ELEGANT AND NEWLY-FURNISHED ROOMS,
En suite or singly, for families or gentlemen.
LIBERAL TERMS TO PERMANENT PARTIES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the "Times" Up-Town Office,
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And the "Times" West-Side Office,
No. 308 West 23d-st., corner of 8th-av.
NO EXTRA CHARGE WHATEVER.

A LARGE, HANDSOMELY-FURNISHED room, all modern improvements, on second floor, will be rented to a single gentleman; location 30th-st., near Madison and 4th avs.; family strictly private; references exchanged. Address, with name, J. T. C., Box No. 132 *Times* Office.

WASHINGTON, D. C. — FURNISHED rooms; elegant suites of rooms in the large double house formerly occupied by Minister Catacazy, near the Arlington and other hotels; also single rooms. No. 1,336 I-st., Washington, D. C.

BOARDING AT NO. 39 WEST 26TH-ST.—Elegant new rooms; new furniture; excellent table; first-class location; rooms for single gentlemen, or gentleman and wife; one entire floor, with bath and closet, hot and cold water.

PARTIES DESIRING FIRST-CLASS board can be accommodated with full particulars as to house, furniture, references, &c., free of charge; good list to select from. Apply to
WILLIAM J. COLES, No. 1,267 Broadway.

FIFTH-AV., NO. 294.—ELEGANT APARTments, with board, for an adult family wishing a quiet, select house; pleasant front room for single gentleman; references.

NO. 793 LEXINGTON-AV., BETWEEN 61st and 62d sts.—To let, with board, very large front room on second floor at $30 per week, or back room on the same floor at $25.

TWO LARGE HANDSOMELY-FURNISHED rooms on second floor, also large fourth story front room, with board; location central; reference required. No. 51 East 21st-st.

HANDSOMELY-FURNISHED ROOMS, with board, in 9th-st., between 5th-av. and University-place; private family. GENUNG & CO.'S Boarders' Directory, No. 66 Broadway.

NO. 44 WEST 26TH-ST.—LARGE, handsomely-furnished rooms, board for two; $18 and $20; or three for $25; parlor floor, furnished or unfurnished; small New-England family.

FIFTH-AV., NO. 288.—A GENTLEMAN, or party of gentlemen, requiring elegant rooms, with first-class attendance, without board, may be accommodated.

A SMALL FAMILY WILL LET, FURnished or unfurnished, without board, large front room on second floor; also small room. No. 29 West 31st-st., near Grand Hotel. References.

WE FURNISH FULL PARTICULARS OF desirable boarding places, and direct boarders free. We solicit boarding-houses to patronize us.
GENUNG & CO., No. 66 Broadway.

NO. 138 5TH-AV., NEAR 19TH-ST.—Desirable suite of front rooms to let, without board, or with private table; also, single rooms for gentlemen.

NO. 20 WEST 16TH-ST.—TO LET, WITH board, entire second floor, three large, well-furnished communicating rooms; private bath; ample closet room.

FIVE DOORS FROM 5TH-AV.—NO. 10 East 28th-st.—Desirable third floor, front room; board if desired; family small; best references required and given.

TWENTY-THIRD-ST., NO. 114. ONE block east of Madison-square—Elegantly furnished large front room to let without board; price moderate; reference exchanged.

NO. 29 WEST 21ST-ST.—A DESIRABLE suite of rooms on third floor, together or separately, with board; references required.

TO LET—AT NO. 210 EAST 9TH-ST., TWO double rooms, furnished, for single gentlemen or light housekeeping; references.

NO. 217 WEST 49TH-ST.—FRONT AND back rooms, bath-room, &c., on second floor, with board, to a party of adults; no other boarders.

BOARD FOR MEN OF BUSINESS, at No. 159 Bleecker-st., opposite Depaw-row. SUMNER.

NO. 44 WEST 10TH-ST.—FURNISHED rooms to let with board, suitable for single or married gentlemen.

BOARD WANTED.

A HOME WANTED,
For the Winter or longer, if agreeable to parties, by a gentleman, wife, and daughter; the daughter a young lady acquainted with music, but not a professional; a moderate compensation allowed; location between 14th and 40th sts. and 4th and 6th avs. Address HOME, Box No. 102 *Times* Office.

WANTED—BOARD IN PRIVATE FAMILY for gentleman and wife; East side, and below 20th-st. Address F. E. B., Station D, New-York City.

BANKRUPT NOTICES.

IN THE DISTRICT COURT OF THE United States, for the Southern District of New-York.—In the matter of LEWIS LEBERMAN and ADOLPH LEBERMAN, bankrupts.—In Bankruptcy.—No. 3,149.—Notice is hereby given that a petition has been filed in said Court by Lewis Leberman, one of said bankrupts, of New-York City, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts, and other claims provable under said act, and that the 3d day of December, A. D. 1872, at 12 o'clock M., at the office of James F. Dwight, Register in Bankruptcy, No. 7 Beekman-street, (corner of Nassau-street,) Rooms Nos. 3 and 4, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest, may attend, and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, the 30th day of October, 1872.
n2-law3wS* GEO. F. BETTS, Clerk.

IN BANKRUPTCY.—IN THE DISTRICT Court of the United States for the Southern District of New-York.—In the matter of JAMES P. WHITFIELD, Bankrupt.—Notice is hereby given that a petition has been filed in said Court, by JAMES P. WHITFIELD, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts, and other claims provable under said act, and that the 13th day of December, 1872, at 12 o'clock M., at the office of John Fitch, Register in Bankruptcy, No. 44 Wall-street, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest may attend and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, 11th day of November, 1872. GEO. F. BETTS, Clerk.
n16-law3wS

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of ANDREW J. RICHARDS, bankrupt.—This is to give notice that the second and third general meetings of the creditors of the above-named bankrupt will be held at No. 7 Beekman-street, in the City of New-York, in said district on the 26th day of November, A. D. 1872, at 1 o'clock in the afternoon, at the office of and before James F. Dwight, Esq., Register in Bankruptcy, for the purposes mentioned in the twenty-seventh and twenty-eighth sections of the Bankrupt act of March 2, 1867, pursuant to an order of said Register, and that at said meetings I shall apply for a settlement of my account, and of the account heretofore filed by me, and I shall also apply for discharge from all liability as assignee of said estate in accordance with the provisions of the said twenty-eighth section.—Dated 15th November, A. D. 1872.
WILLIAM A. HALL, Assignee.
WILLIAM RUSSELL, Attorney, No. 134 Grand-st., New-York City.

IN THE DISTRICT COURT OF THE United States for the District of New-Jersey.—In the matter of NATHAN L. POLK, Bankrupt.—The undersigned hereby gives notice of his appointment as assignee of Nathan L. Polk, of Bricksburg, in the County of Ocean, and State of New-Jersey, within said district, who has been adjudged a bankrupt upon a petition filed against him by his creditors, by the District Court of said district.—Dated Jersey City, Oct. 30, 1872.
DAVID M. STIGER, Assignee,
No. 92 Sussex-st., Jersey City, N. J.
n16-law3wS*.

IN THE DISTRICT COURT OF THE United States for the Southern District of New-York.—In the matter of PATRICK DOWLING, bankrupt.—Southern District of New-York, ss.—At the City of New-York, the 1st day of November, A. D. 1872. To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of Patrick Dowling, of New-York, in the County of New-York, and State of New-York, within said District, who has been adjudged a bankrupt, upon the petition of his creditors, by the District Court of said District.
n2-law3wS* JOSEPH E. PRAY, Assignee.

LOST AND FOUND.

LOST—A CHECK DATED NOV. 11, 1872, drawn by Pettee & Mann on the Oriental Bank, in favor of Wm. D. Andrews & Bro., for $2,400 and stamped for deposit on the Market National Bank; payment has been stopped; a suitable reward will be paid for its return to No. 414 Water st.
WM. D. ANDREWS & BRO.

LOST.—BANK BOOK NO. 66,415 OF THE EMigrant Industrial Savings Bank. The finder will be rewarded on leaving it at the bank, No. 51 Chambers-st. J. C. MEEHIN, Depositor.

AMUSEMENTS.

P. T. BARNUM'S
GREAT MUSEUM, MENAGERIE AND CIRCUS,
(East 14th-st., near Broadway, late Hippotheatron.)
GRAND OPENING, MONDAY, NOV. 18, 7 P. M.
Succeeded by Daily Exhibitions. Doors open from 11 A. M. to 10 P. M. Hippodrome Performance at 2 and 8 o'clock.

The Largest Collection of
RARE WILD ANIMALS
on this continent.
FOUR LIVING
GIRAFFES.
These beautiful Animals have been brought from Africa at an expense of $80,000, and are the
ONLY LIVING GIRAFFES IN NORTH AMERICA.
MONSTER SEA LIONS,
GIANT GORILLAS,
THE LARGEST AND
SMALLEST ELEPHANTS,
AFRICAN ELANDS,
SOUTH AMERICAN TAPIRS,
ASIATIC YAKS,
OSTRICHES,
WHITE POLAR BEARS.
and scores of wild beasts from all sections of the globe, never before on exhibition in the United States.
THE MUSEUM
will contain curious specimens of life-size AUTOMATONS and ANIMATED MECHANISM, made by the celebrated Robert Houdin, of Paris, Mons. Maelzel and others.
ADMIRAL DOT,
the Wonderful California Dwarf, Fourteen Years old, and but Twenty-five Inches in Height, will be in attendance day and evening.
COL. ROUTH GOSHEN,
the great Arabian Giant, and the largest human being ever on exhibition.
THE GREAT
HIPPODROME,
under the immediate direction of
DAN CASTELLO,
will give Daily Performances at 2 and 8 P. M., which exhibitions will afford the only truly
FASHIONABLE ARENIC ENTERTAINMENT
ever witnessed in the Metropolis. The spacious Parquet and luxurious Arm-chairs, fitted up with due regard to elegance and comfort, afford a system of exclusiveness hitherto unknown in American Amphitheatres. Among the array of talent are
JAMES MELVILLE,
the champion bareback rider of the world.
FRANK MELVILLE,
the young and graceful equestrian, whose unerring somersaults on horseback have elicited the admiration and applause of three millions of people during the past season.
MASTER DONALD,
the youthful and daring horseback rider, whose marvelous feats of horsemanship have excited the wonder of the oldest professionals.
LITTLE MINNIE MARKS,
the beautiful child equestrienne, who, but eleven years of age, performs feats of daring hitherto unknown to the American arena.
Messrs. MILLSON AND LAZELLE,
whose marvellous aerial flights and thrilling "Niagara leaps" in mid-air have won for them the reputation of being the most daring trapeze performers in Europe or America.
Señor MONTE VERDE,
the celebrated Spanish contortionist.
Master ALEXANDER MELVILLE,
the child wonder, who, in conjunction with his father, performs feats of equestrianism never before attempted by either child or adult.
WILD INDIANS
OF
THE GREAT IROQUOIS TRIBE
IN
THEIR NATIVE WAR DANCES.
THE WONDERFUL RIDING GOAT ALEXIS,
FROM CAIRO, EGYPT.
In addition to the above, the management has secured the largest and best troupe of
ACROBATS, GYMNASTS,
and general performers, ever organized in a single company.
New and brilliant attractions will be added in rapid succession.
General admission to the entire aggregation, including balcony seat in circus, 50 cents; children under ten, 25 cents; sofa seats in parquet, 25 cents extra; cushioned arm-chairs, 50 cents extra.
Box-book open three days in advance.

AMERICAN INSTITUTE EXHIBITION.
LAST DAYS! LAST DAYS!
AT EXHIBITION HALL,
On 3d and 2d avs., by 63d-st.
An instructive, rare, and comprehensive exhibit of American skill, ingenuity, artistic development and material progress.
Open from 9 A. M. to 10 P. M., daily.
Splendidly lighted by the new OXY-HYDROGEN GAS.
Choice music by KEATING'S FINE EXHIBITION ORCHESTRAL BAND, day and evening.
Admission, 50 cents; mechanics' tickets, in packages, 30 cents; children, 25 cents.
Everybody should visit this unequaled display.
GRAND PROMENADE CONCERTS WEDNESDAY AND SATURDAY EVENINGS.
WILL CLOSE NOV. 20.

Mrs. Jarley's WaxWorks
"THE PERFECTION OF HUMOROUS ENTERTAINMENTS."
ASSOCIATION HALL,
TUESDAY EVENING, NOV. 19.
Reserved seats at Randolph's, No. 770 Broadway, and at the door.

THEO. THOMAS' SYMPHONY CONCERTS
AT STEINWAY HALL,
On SATURDAY EVENING, Dec. 28,
SECOND SYMPHONY CONCERT.
Mr. ANTON RUBINSTEIN
and other eminent artists will appear during the series.
SUBSCRIPTION TICKETS
for the FIVE REMAINING CONCERTS, (including reserved seat,)
SEVEN DOLLARS EACH,
Can be obtained at the box office of Steinway Hall.

RUBINSTEIN LAST MATINEE TODAY.
STEINWAY HALL this afternoon at 2.
LAST GRAND RUBINSTEIN MATINEE.
Last appearance in New-York of
ANTON RUBINSTEIN, the greatest living pianist; HENRI WIENIAWSKI, the world renowned violinist; Mlle. LOUISE LIEBHART, the celebrated soprano.
A MOST ATTRACTIVE PROGRAMME.
Admission, $1; reserved seats, $1 extra, at Steinway's, Nos. 701 and 114 Broadway.

NATIONAL ACADEMY OF DESIGN,
23d-st. and 4th-av.
Grand exhibition of Paintings; nearly 400, by the first European modern masters. The largest and most important collection of paintings ever brought to this country. The whole to be sold by auction Dec. 3, and following days. Now on exhibition, as above, day and evening. Admission, 25 cents.

ASSOCIATION HALL.
FREE LECTURE ON FRENCH, MONDAY, Nov. 18, at 11 A. M. Subject—*The Unity of French Verbs, with Oral Exercises on Idioms.*

PHILHARMONIC SOCIETY.—REserved seats: Complete sets of tickets for concerts and rehearsals. Reserved seats in parquet and balcony. FREDERICK BLUME, No. 27 Union-square, Broadway.

LOAN OFFICES.

NO. 1,267 BROADWAY, OVER HERALD branch, Room B.—Parlor for ladies. Branch No. 132 Fulton-st., Brooklyn. Money loaned on diamonds, watches, jewelry, &c. Same bought and sold.
LINDO BROS.

LECTURES.

LECTURE.—REV. T. DE WITT TALMAGE, D. D., at Fifty-third-street M. E. Church, MONDAY EVENING, Nov. 18, 1872. Subject of lecture—*Rough and Tumble Experiences in California.* Reserved seats, 75 cents; at B. Stradley's, No. 127 Nassau-st., and at Book-rooms, No. 805 Broadway. Admission, 50 cents.

DANCING.

A. DODWORTH'S
CLASSES FOR DANCING,
AT NO. 212 5TH-AV.,
Twice-a-week classes on Mondays and Thursdays, Tuesdays and Fridays, Wednesdays and Saturdays.
Once a week, on Saturday morning and Friday evening. Monday and Thursday evenings for gentlemen.
For terms, &c., send for circular.

TRENOR'S DANCING ACADEMY,
Lyric Hall, No. 723 6th-av., Reservoir-Square.
Pupils can commence at any time, attend at their convenience, and learn any dance, such as the REDOWA WALTZ, GLIDE WALTZ, &c. For days and hours, send or call for circulars.

AMUSEMENTS.

FIFTH-AVENUE THEATRE.
West 24th-st., near Broadway. Begins at 8.
Sole Lessee and Manager........AUGUSTIN DALY
THIS SATURDAY, MATINEE at 1½.
For the last time, HOLCROFT'S admirable comedy, in five acts,
THE ROAD TO RUIN.
Mr. Dornton, a London Banker....Mr. Charles Fisher
Harry Dornton, his son..........Mr. Henry Crisp
Mr. Sulky..........Mr. D. Whiting
Charles Goldfinch, a sporting character,
Mr. George Clarke
John Milford..........Mr. B. T. Ringgold
Old Silky..........Mr. W. Lemoyne
Jacob, his man..........Mr. Owen Fawcett
The Widow Warren..........Mrs. G. H. Gilbert
Sophia, her daughter..........Miss Linda Dietz
Jenny, her maid..........Miss Mary Cary
THIS (Saturday) NIGHT, Nov. 16, for the last time but one, Sterling Coyne's most amusing comedy, in three acts,
EVERYBODY'S FRIEND.
Mr. Felix Featherly..........Mr. Louis James
Mr. Icebrook..........Mr. B. T. Ringgold
Major Wellington de Boots..........Mr. James Lewis
Mrs. Featherly..........Miss Sara Jewett
Mrs. Major de Boots..........Mrs. G. H. Gilbert
Mrs. Swandown..........Miss Fanny Morant
MONDAY, Nov. 18, EVERYBODY'S FRIEND,
(last time.)
TUESDAY NIGHT, Nov. 19,
First production
(after long and elaborate preparation)
of Shakespeare's
MERRY WIVES OF WINDSOR!!!
*** Box-sheet open THIS (Saturday) MORNING at 8 o'clock.

GRAND OPERA HOUSE.
23d-st., corner of 8th-av. Begins at 7½.
Sole Lessee and Manager..Mr. AUGUSTIN DALY.
LAST WEEK (but one) of ROI CAROTTE.
Last ROI CAROTTE Matinée,
Saturday at 1½ o'clock.
Mrs. JOHN WOOD, Mr. JOHN BROUGHAM, Miss ROSE HERSEE, Miss EMMA HOWSON, The GREAT MAJILTONS, The POPULAR LAURI TROUPE, all for the
LAST TIMES.
IN ACTIVE REHEARSAL for speedy production, a grand local and picturesque SENSATION FOLLY, by Mr. AUGUSTIN DALY, entitled
ROUND THE CLOCK.

GRAND OPERA-HOUSE.
EXTRA ANNOUNCEMENT!!!
RUBINSTEIN FAREWELL!
ANTON RUBINSTEIN, together with the principals of his great troupe, including
WIENIAWSKI,
will make
HIS FAREWELL APPEARANCE
here, in conjunction with the famous
ENTIRE NINTH REGIMENT BAND,
TO-MORROW (SUNDAY) EVENING, NOV. 17.
Seats can now be secured.

UNION-SQUARE THEATRE.
Proprietor..........Mr. SHERIDAN SHOOK.
Manager..........Mr. A. M. PALMER
THIRD MONTH of Sardou's great society play,
AGNES, with the charming young actress
MISS AGNES ETHEL,
for whom the play was written, in the title-rôle.
Other characters by Misses Plessy Mordaunt, Phillis Glover, Josephine Laurens, Kate Holland, and Messrs. D. H. Harkins, Edward Lamb, F. F. Mackay, George Parks, Henry Montgomery, W. B. Laurens, Welsh Edwards, J. P. Burnett, Claude Burroughs, J. W. Thorpe, W. H. Wilder, and other members of the Company.
AGNES MATINEE every Saturday at 1½ o'clock.
Seats secured two weeks in advance. Box Office open every day from 8 A. M. to 5 P. M. Doors open at 7½; curtain rises at 8. Carriages may be ordered for 10½. Miss ETHEL'S engagement is limited to 100 nights.

TERRACE GARDEN THEATRE.
58th-st., between Lexington and 3d avs.
JOHN KOCH..........Proprietor
This new and elegant theatre will be opened with
Mme. LOUISE LICHTMAY'S
GRAND OPERA COMPANY,
On MONDAY EVENING, Nov. 18, at 8 o'clock,
IL TROVATORE.
The company is composed of artists expressly engaged in Europe for this theatre, and the best resident talent.
Conductor..........Mr. CARL BERGMANN
PRICES OF ADMISSION.
Orchestra chairs, $1 50; reserved seats, $1; general admission, 75c.; single seats in private boxes, $1 50; proscenium boxes, $15.
Tickets at Terrace Garden Theatre office and No. 114 Broadway.

SECOND OF THE PEOPLE'S ENTERTAINMENTS,
FORSYTHE-STREET M. E. CHURCH,
between Canal and Division,
THURSDAY EVENING, NOV. 21, 1872.
A CONCERT,
consisting of
VOCAL AND INSTRUMENTAL MUSIC.
Prof. G. P. BENJAMIN, Tenor.
Mrs. M. H. CONLY, Pianist.
F. A. CORTELYOU, Organist,
and a DOUBLE QUARTET, under direction of
Mr. I. P. TAYLOR.
Tickets 25 cents. Concert to commence at 8.

MERCANTILE LIBRARY
LECTURE COURSE,
STEINWAY HALL,
CONSECUTIVE MONDAY EVENINGS,
Commencing Nov. 18.
GEO. MACDONALD—Subject: "Thomas Hood."
EDMUND YATES—"The English Parliament."
Miss LILLIAN EDGARTON—"Gossip: Its Cause and Cure."
WENDELL PHILLIPS—"Daniel O'Connell."
BRET HARTE—"The Argonauts of '49."
Prof. J. H. PEPPER—"Snow, Ice and Glaciers."
HENRY WARD BEECHER—Subject to be announced.
Mrs. SCOTT-SIDDONS—Readings in costume.
Col. JOHN HAY—"Heroic Age in Washington."
JOHN B. GOUGH—"Now and Then," (new.)
TICKETS FOR THE TEN LECTURES, including reserved seat, $5. For sale at the Library Desk, Schirmer's, No. 114 Broadway, and at the Hall.

A FAIR
For the benefit of the
Baptist Home for the Aged,
will be held in Apollo Hall, Broadway and 28th-st., commencing Nov. 18, continuing through the week. Children's entertainments, Punch and Judy, every afternoon. Music by the band of the Seventy-first Regiment every evening.

GREAT 25 CENT SHOW, FOOT OF Houston-st., East River.—Increased attractions for THURSDAY, FRIDAY, SATURDAY. Don't lose the opportunity of seeing the superb COLLECTION OF WILD BEASTS! The liberally EDUCATED DOGS and SEIGRIST'S INFANT GYMNASTS! Don't neglect going to see the GREAT RIDERS nor the astonishingly endowed TRICK PONIES, BEFORE THE ICE-KING compels the GRAND EXHIBITION to close. Admittance to all only 25 cents.

GERMAN LIEDERKRANZ, NOS. 31, 33 and 35 East 4th-st. First concert, SUNDAY, Nov. 17, at 8 P. M. Mr. S. B. Mills, the celebrated pianist; Miss Anna Simon, soprano; Mr. J. Graf, tenor; Mr. O. D. Lehman, baritone. Mr. A. Paur, Conductor. Admission for non-members, (if introduced by a member,) $1. H. MOSENTHAL, Secretary.

PHILHARMONIC SOCIETY.
FIRST CONCERT, SATURDAY EVENING,
Nov. 16, at 8 o'clock.
ACADEMY OF MUSIC.
Mr. ANTON RUBINSTEIN, the eminent Pianist.
GRAND ORCHESTRA OF 100 PERFORMERS.
Herr CARL BERGMANN, Conductor.

PHILHARMONIC CONCERTS.—REserved seats, with full or part sets of tickets, at 302 Broadway, Room 4, 10 to 12 o'clock. Full sets, $17.

RAILROADS.

NEW-YORK MIDLAND RAILWAY—WINTER ARRANGEMENT. Taking effect Nov. 6, 1872. Trains leave foot of Cortlandt and Desbrosses sts. as follows:
For New-Durham and Maywood—7, 9, 10:50 A. M.; 1, 4:30, 5:10, 6:20 P. M.
For Ridgefield Park, Bogota, Dundee Lake, Market st., (Paterson,) and Riverside—7, 10:50 A. M.; 1, 4:30, 5:10, 6:20 P. M.
For Hackensack, Lodi, Paterson, Hawthorne, Midland Park, and Wortendyke—7, †9, 10:50 A. M.; 1, 3:30, 4:30, 5:10, 6:20 P. M.
For Van Winkles—7, 10:50 A. M.; 1, 5:10, 6:20 P. M.
For Wyckoff, Pompton, and Montclair Junction—7, 9, 10:50 A. M.; 3:30, 4:30, 5:10 P. M.
For Campgaw and Crystal Lake—7, 10:50 A. M.; 4:30, 5:10 P. M.
For Oakland, Bloomingdale, and West Bloomingdale—7, 9, 10:50 A. M.; 4:30, 5:10 P. M.
For Smith Mills, Charlotteburg, Oak Ridge, Snufftown and Ogdensburg—7, 9 A. M.; 4:30 P. M.
For New Foundland, Stockholm, Franklin, Sussex Junction, Hamburg, Deckertown and Unionville—7, 9 A. M.; 3:30 and 4:30 P. M.
For Middletown, Pine Bush, Bloomingburg, Wurtsboro, Liberty Falls, and Ellenville*—7, 9 A. M.; 3:30 P. M.
Returning leave Ellenville 7:42 A. M.; 2:30 P. M. Liberty Falls, 6:55 A. M.; 1:35 P. M. Bloomingburg, 8:30 A. M.; 3:20, 5 P. M. Middletown, 8:55 A. M.; 3:47, 5:45 P. M. Unionville, 6:05, 9:38 A. M.; 4:39, 7:05 P. M. West Bloomingdale, 6:15, 8:03 A. M.; 1:20, 6:37 P. M. Wortendyke, 5:25, 6:52, 8:41, 11:47 A. M.; 1:57, 4, 7:16, 10:51 P. M. Paterson, 5:43, 6:50, 7:55, 9, 12:05 P. M.; 2:16, 4:19, 7:36 P. M.
C. W. DOUGLAS, Superintendent.
WM. H. WEED, General Ticket Agent.
* To Middletown and Pine Bush only. † Does not stop at Lodi.

NEW-YORK CENTRAL & HUDSON RIVER RAILROAD.
Commencing on Monday, Nov. 4, 1872. Through Trains will leave Grand Central Depot.
8:00 A. M., Chicago and Montreal Express, with drawing-room cars through to Rochester and St. Albans.
10:30 A. M., Special Chicago Express, with drawing-room cars to Buffalo and Niagara Falls.
10:45 A. M., Northern and Western Express.
3:40 P. M., Special Express for Albany and Troy.
4:00 P. M., Montreal Express, with sleeping-cars from New-York to St. Albans.
6:00 P. M., Express, daily, with sleeping-cars for Watertown and Canandaigua.
8:00 P. M., Pacific Express, with sleeping-cars for Rochester, Buffalo and Niagara Falls; also, for Chicago via both L. S. and M. C. Railroads. This train runs on Sundays.
11:00 P. M., Express, with sleeping-cars for Troy and Albany.
C. H. KENDRICK, General Passenger Agent.

LONG ISLAND RAILROAD.
Trains leave James-slip, New-York, as follows, (leave 34th-st. fifteen minutes later:)
8:30 A. M., Greenport Mail.
10:30 A. M., Northport and Locust Valley Way.
12:30 P. M., Jamaica Accommodation.
3:00 P. M., Riverhead, Sag Harbor, and Locust Valley Express, (through to Greenport Saturdays.)
4:00 P. M., Northport and Locust Valley Express.
5:00 P. M., Hempstead and Rockaway Express.
6:00 P. M., Northport Way.
All trains connect at Mineola with Hempstead, and at Jamaica with East New-York.

AMUSEMENTS.

ACADEMY OF MUSIC. LUCCA
ITALIAN OPERA—LUCCA.
Director..........MAX MARETZEK
POSITIVELY NO FREE LIST.
LAST WEEK (but three) OF THE SEASON.
THIS SATURDAY, Nov. 16, at 1 P. M.,
FAUST.
Being the last
LUCCA MATINEE,
(but one.)
FAUST.
Mme. PAULINE LUCCA......as......Marguerite
Senora SANZ, Signors VIZZANI, SPARAPANI, JAMET.
MONDAY, Nov. 18,
DON GIOVANNI.
SUNDAY, Nov. 17,
THIRD SUNDAY CONCERT
at WALLACK'S THEATRE.
In preparation.
HUGUENOTS and MIGNON.
Knabe's pianos are used at the Academy of Music.
Tickets can be obtained at the Academy of Music and at Schirmer's music-store, No. 701 Broadway.

BOOTH'S THEATRE. BOUCICAULT
EDWIN BOOTH..........Proprietor and Manager
EIGHTH and LAST WEEK.
TO-NIGHT, (Saturday,) LAST NIGHT
of the present engagement of
Mr. and Mrs. DION BOUCICAULT,
(Miss Agnes Robertson.)
KERRY
and JESSIE BROWN.
LAST BOUCICAULT MATINEE,
THIS (Saturday) AFTERNOON, at 2,
KERRY and JESSIE BROWN.

BOOTH'S THEATRE. NEILSON.
EXTRA ANNOUNCEMENT.
ARRIVAL OF MISS NEILSON.
The management respectfully announces a limited engagement with the celebrated English Tragedienne,
MISS NEILSON,
Who will make her
FIRST APPEARANCE IN AMERICA
On MONDAY EVENING NEXT, Nov. 18,
In her celebrated impersonation of
JULIET.
In Shakespeare's grand tragedy of
ROMEO AND JULIET,
with
MR. JAS. W. WALLACK
as MERCUTIO.
MR. JOSEPH WHEELOCK
as ROMEO.
The tragedy will be produced with all the ORIGINAL SCENERY, COSTUMES, APPOINTMENTS and MUSIC that characterized its first production at the opening of this theatre.
Seats may be secured at the theatre, or at Ditson & Co.'s music-store, No. 711 Broadway.

WALLACK'S.
Proprietor and Manager..Mr. LESTER WALLACK
MR. SOTHERN
as
DUNDREARY,
EVERY EVENING,
in conjunction with the
UNRIVALED COMPANY
of this theatre. Due notice will be given of the first appearance of
Mr. JOHN GILBERT, Miss EFFIE GERMON, Mrs. JOHN SEFTON.
EARLY APPLICATION
for seats is particularly recommended to prevent disappointment.
BOX-BOOK OPEN TWO WEEKS IN ADVANCE.

WALLACK'S. EXTRA.
Mr. WALLACK begs to announce that, in consequence of many applications at the box office, the first
DUNDREARY MATINEE
will take place on
SATURDAY, THE 23D INST.,
to commence at 1½.
SEATS MAY NOW BE SECURED.

WALLACK'S THEATRE.
SUNDAY, Nov. 17, at 8 P. M.,
THIRD SUNDAY CONCERT.
Mme. Lavielli, Señora Sanz, Signors Abrugnedo, Vizzani, Moriami, Sparapani, Coulon, Weinlich, Ronconi, Jamet; Pianist, Signor Morosini, and the
GRAND ORCHESTRA
will appear in a varied and well selected programme.
Prices—Admission $1. No extra charge for reserved seats in the dress circle. Orchestra chairs, 50 cents extra. Family circle, 50 cents.

WOOD'S MUSEUM. J. M. WARD.
LAST GRAND MATINEE.
TODAY AT 2. TODAY AT 2.
LAST NIGHT AT 8.
LAST NIGHT AT 8.
THE CELEBRATED COMEDIAN, MR.
J. M. WARD,
J. M. WARD.
Positively the last times in Maeder's great drama of
BUFFALO BILL,
BUFFALO BILL,
BUFFALO BILL,
BUFFALO BILL,
BUFFALO BILL.
With its great cast of characters.
STARTLING TABLEAUX. Wonderful Effects.
LAST MATINEE at 2. LAST NIGHT at 8.
MONDAY EVENING, Nov. 18, the celebrated actor
JOHNNY THOMPSON.
IN DIXIE, OUR COLORED BROTHER.

OLYMPIC. LYDIA THOMPSON.
THIS EVENING, WEDNESDAY AND SATURDAY MATINEE,
MISS LYDIA THOMPSON
AND HER MAMMOTH ORGANIZATION
In the Grand Spectacular Burlesque Extravaganza in two acts of ALADDIN THE SECOND,
with its new and elaborate scenery, magnificent costumes, charming music, and grand ballet divertissements. Family Matinées every WEDNESDAY and SATURDAY. Admission, 75 cents; orchestra and balcony chairs, $1; children, 50 cents.

THE NEW-YORK CONSERVATORY OF MUSIC,
(formerly at No. 820 Broadway and No. 82 5th-av.,)
NOW LOCATED AT NO. 5 EAST 14TH-ST.,
NEAR 5TH-AV.
NEXT DOOR TO DELMONICO'S,
HAS LONG enjoyed a reputation which connects with it all that is progressive in present musical instruction in this country.
IT IS THE ONLY chartered music-school in the State, having no branch in this City, and being entirely distinct from other Institutions which imitate its name without even attempting to imitate its merits.
EVERY BRANCH of Vocal and Instrumental Music, Harmony, Composition and Modern Languages is here taught (privately and in classes) by the most eminent instructors in the land, at a price within the reach of all.
SUBSCRIPTION BOOKS open daily from 9 A. M. to 8 P. M.
BROOKLYN BRANCH, Nos. 102, 104 and 106 Court st., near State.
THE DIRECTORS have arranged to give private lessons at the residence of patrons when desired.

STEINWAY HALL. FORREST.
Mr. EDWIN FORREST,
the world-renowned American tragedian, will give
TWO SHAKESPEAREAN READINGS.
TUESDAY EVENING, Nov. 19, HAMLET.
FRIDAY EVENING, Nov. 22, OTHELLO.
ADMISSION TICKETS, $1.
Reserved seats, 50 cents extra. Can be obtained at G. Schirmer's, No. 701; Schuberth's, No. 820, and the theatre ticket-office, No. 114 Broadway; Pond & Co., No. 39 Union-square, and at the box-office of the hall.
THE SALE OF SEATS AND TICKETS COMMENCES
at all the ticket-offices on
FRIDAY MORNING, Nov. 15.

TONY PASTOR'S OPERA-HOUSE.
No. 201 Bowery, Opposite Spring-st.
THE PROTEAN VOCALIST, ANNIE HINDLE.
PETER CANNON, Irish Character Singer.
TONY PASTOR, and the GREAT STAR TROUPE.
New comic drama, DENGELSPIEL'S TROUBLES.
MATINEES TUESDAY and SATURDAY at 2½.
Ladies admitted free on FRIDAY EVENINGS.

SAN FRANCISCO MINSTRELS.
St. James Theatre, corner 28th-st. and Broadway.
GREATEST SUCCESS IN THE CITY.
BIRCH, WAMBOLD AND BACKUS.
SAN FRANCISCO MINSTRELS.
Seats secured six days in advance.

BRYANT'S OPERA-HOUSE. 23D-ST.
Every Evening at 8, and Saturday Matinee at 2.
KING KARROT. KING KARROT.
KING KARROT. KING KARROT
Kelly and Leon in their specialties.

EMERSON'S CALIFORNIA MINSTRELS,
718 BROADWAY. 718.
The Master Troupe of the world.
Every Evening and Saturday Matinee.
T. MAGUIRE and BILLY EMERSON, Proprietors.

PHILHARMONIC CONCERTS.
Reserved seats for sale. Tickets with reserved seats for this evening's concert, at COCHRAN'S, No. 896 Broadway, near 19th-st.

MUSICAL.

A GREAT OFFER! HORACE WATERS, 481 Broadway, N. Y., *will dispose of* 100 *PIANOS, MELODEONS and ORGANS, of six first-class makers, including Waters',* at very low prices for cash, *or part cash, and balance in small monthly installments; the same to let, and rent applied if purchased. New 7-octave first-class PIANOS, modern improvements, for* $275 *cash. Now ready, a CONCERTO PARLOR ORGAN, the most beautiful style and perfect tone ever made. Illustrated Catalogues mailed. Sheet Music and Music Merchandise.*

CHAMBERS' POPULAR PIANOS.
WRITE FOR INFORMATION AND CIRCULARS TO
CHAMBERS & SON, No. 101 4th-av.
Special Bargains.
UPRIGHT AND SQUARE PIANOS $275, $300, &c.
"BRADBURY" $1,000 SQUARE GRAND AT $350.
A SUPERB $1,000 UPRIGHT GRAND FOR $650.
ELEGANT 7½ ROSEWOOD-CARVED
at special low figure
FOR OWNER'S ACCOUNT.

AT HAINES BROS.,
No. 27 Union-square.
First-class handsome new PIANO-FORTES for sale on very reasonable terms,
and several used a little, very low for cash.

A LARGE STOCK OF PIANOS,
SQUARE AND UPRIGHT, to rent or sell cheap; rent allowed on purchases. Call at M. M. MERRELL'S, No. 8 Union-square, (No. 185 4th-av.)

AMERICAN CONSERVATORY OF MUSIC.—Thorough instruction in all branches of music, by the most eminent Professors, at liberal terms. A Singing Club is now forming. For further particulars and complete prospectus apply to H. SCHROEDER, Director.

CHURCH ORGANS.—W. H. DAVIS & SON, No. 40 Downing-st., offer for sale one of eighteen stops, two rows of keys, pedal bass; one of twelve stops, pedal bass; one of eight stops, do.; one second-hand, six stops, on liberal terms.

A LADY SOLICITS A FEW MORE PUpils in music; first-class references as to capability and respectability. For particulars address MUSIC TEACHER, No. 1,271 Broadway.

WANTED—A POSITION AS ORGANIST; Episcopal Church preferred. Call on or address GEORGE A. RUSSELL, teacher of piano and organ, No. 240 East 31st-st.

AN EXCELLENT STEINWAY PIANO to let cheap to an approved party. Apply to or address E. B. M., No. 445 West 23d-st.

MUSIC.—INSTRUCTIONS ON THE PIANO. Particular attention paid to beginners. Apply at No. 405 8th-av.

NEW-YORK AND SUBURBAN NEWS.

NEW-YORK.

The remains of an unknown woman were found, yesterday, floating in the water off Governor's Island.

The Mayor has appointed Smith Ely, Jr., Commissioner of Education, in the place of Loring Ingersoll, resigned.

Telegraphic dispatches of congratulation passed, yesterday, between the Mayor of Adelaide and the Mayor of New-York.

The fourth annual ball of the Prince of Orange Lodge, No. 1, L. O. L., of U. S. A., came off last night at Irving Hall, and passed off with much success.

The flag presentation to the Police force announced to take place on the 19th inst., has been postponed, owing to Col. Alcott's absence from the City.

A fire occurred yesterday morning in a rear room on the third floor of No. 91 Bowery, occupied by Morris Brockman as a concert-saloon and lodging-house. Damage, $200.

The trustees of the Five Points House of Industry make an appeal for help. The funds during the Summer were inadequate to supply the needs of the House, and the treasury is very largely in debt.

Controller Green paid yesterday $200,000 to the Department of Public Instruction, the amount due that Department under the appropriations of 1872, for salaries of teachers, attachés, and employes to Nov. 15, 1872.

The fourth annual ball of the Spanish Benevolent Society, "La Nacional," came off last night at the Union Assembly Rooms, No. 218 Grand-street. It was well attended, and an agreeable evening was passed by those present.

Among the first of our business firms who offered assistance to those burned out by the Boston fire, were William M. Fliess & Co., of No. 47 Broadway, in this City, who have had long and intimate business and social relations with Boston.

Prof. Henry Morton delivered an address last evening before a large audience, at Association Hall, on "Fluorescent Light." The lecture was rendered interesting by a series of beautiful illustrations, and was very warmly received.

A team of horses owned by Frederick Leight, and a horse attached to a wagon owned by Adam Meihl, of Williamsburg, were drowned at the ferry-slip at Houston-street, yesterday evening, owing to the guard-chain of the ferry-boat Maspeth breaking.

Theodore Theilaker, a German, twenty-eight years of age, residing on the fourth floor of the tenement-house No. 619 East Eleventh-street, while temporarily deranged, committed suicide on Thursday night by swallowing a quantity of Paris-green.

J. H. Jenkins, a dealer in wagons, doing business at No. 134 West Thirty-ninth-street, was held for trial in $500, by Justice Ledwith, at Jefferson Market Police Court, yesterday, on a charge of having infringed the laws to prevent fraud in the use of brands and trade-marks.

William Dicer, who was charged with passing a counterfeit $100 bill at No. 115 East Thirty-first-street, was held in $1,000 bail yesterday by Commissioner Shields. James Logan, charged with passing a $10 counterfeit bill, was held to await the action of the Grand Jury.

In the United States Court in Bankruptcy, yesterday, in the case of Robert Struthers vs. Metz, Clive & Keltertines to throw the defendants into involuntary bankruptcy because of the non-payment of their commercial paper. The jury, by advice of the Court, dismissed the case.

Yesterday St. Bartholomew's Church was thrown open to the public for inspection, and for the renting of the pews which remained unsold. A large number of persons were present during the day and evening, and seventy-five pews were rented at prices ranging from $75 to $450 each, per annum.

An inquest was held by Coroner Schirmer, yesterday, in the case of George Bieber, the German who committed suicide, on Thursday morning, at his residence, No. 318 East Thirty-third-street, by severing the arteries in his left wrist, and bleeding to death. A verdict in accordance with the facts was rendered.

The new Board of Fire Examiners, composed of Chief Engineer Joseph L. Perley, President; Assistant Chief Engineer Eli Bates, and Assistant Engineers Charles O. Shay and Wm. H. Nash, together with a member of the Board of Fire Commissioners, met at the Fire Commissioners' office yesterday and organized.

John Van Dyck, a Hollander, aged twenty-three, while slating the roof of a new building of the Rogers' Locomotive Works, at Paterson, yesterday afternoon, slipped and fell a distance of forty-five feet, striking on a passing wagon, which broke his fall. Still he was so terribly injured that his recovery seems highly improbable.

The Eighteenth Assembly District Republican Association met last evening at No. 457 Fourth-avenue, Albon P. Man, President, in the chair. About thirty new members were admitted, after which addresses of congratulation on the recent victory were delivered by Gen. Dennis F. Burke and other members of the Association.

In the United States Circuit Court, in the case of John M. and Cornelius A. Berrian, bankrupts, Judge Blatchford yesterday decided that the creditors, James G. King & Sons, who obtained the judgment against the bankrupts in the Court of Common Pleas for $2,532 42, are entitled to dividends out of the separate estates of the bankrupts.

At a recent meeting of Olympic Lodge No. 207, Independent Order of Odd-fellows, resolutions of condolence were tendered to the relatives of Louis C. Samuels, a member of said lodge, who came to his death by the maltreatment of some of the attachés of the City Asylum at Ward's Island, and great indignation was expressed by the members of the lodge and the prominent officers of the Order at the outrages committed on their deceased brother.

The Board of Health last evening received a report from the Sanitary Committee, reporting the new phase of the horse disease. The diseases spoken of as dropsy and glanders resemble scurvy of the human subject, and are due to deterioration of the blood. Horses recovering from the late disease should, the Committee recommend, have a nutritious and easily-digested diet, and to counteract the tendency to scurvy, iron compounds are useful.

The motion to punish Controller Green for contempt of Court, growing out of the conflict of authority between him and Commissioner Van Nort as to the disbursement of moneys due for work on the Boulevards, which was to have been heard before Judge Fancher in Supreme Court, Chambers, yesterday, was adjourned until Monday by mutual consent. The adjournment was assented to on the supposition that the two officials interested would, in the mean time, arrive at an understanding satisfactory to both.

A meeting was held last evening at No. 602 Sixth-avenue, for the purpose of raising funds to assist in the defense of Victoria C. Woodhull and Tennie C. Claflin, on their approaching trial. E. C. Townsend presided, and stated in detail the object of the meeting. Several gentlemen then made addresses on the subject. A resolution was adopted to open a subscription list at one of the national banks, and Mr. Doubleday, Mr. Thompson, Mr. Green, Mrs. Frost, and Mrs. Frank were appointed a Fund Committee, the latter lady to act as Treasurer.

BROOKLYN.

John Lynch, arrested on a charge of illegal registering, was examined yesterday before United States Commissioner Winslow and honorably discharged.

Supervisor D. Hutchins, of the First Ward, died yesterday morning, at his residence in Joralemon-street. He leaves a wife and family of children.

Thomas Nichols, a colored man, aged forty-three years, died at the City Hospital, yesterday, from the effects of injuries received by a street-car accident, near Fort Greene-place, on the 6th inst.

James Graham recovered a verdict for $660 in the City Court yesterday, against the St Nicholas and Relief Insurance Companies, for damage by fire to plaintiff's steam-boat Seneca, which was insured in said Companies.

Alanson Simmonson, of Jerusalem, Long Island; A. Kneffen, of No. 716 Flushing-avenue, and A. Fuss, of No. 695 Flushing-avenue, were arrested yesterday by Marshal Harlow for selling liquor without paying the special tax.

The suit of Jeptha A. Jones against Jacob Talman to recover broker's commission for effecting the sale of a piece of real estate valued at $35,750 resulted, yesterday, in the City Court, in a verdict in favor of the plaintiff for $178 75.

In the case of Francis M. Bixby against the International Insurance Company, Judge Pratt yesterday vacated the temporary injunction, denied the application for a permanent receiver, and discharged the temporary receiver.

Yesterday Justice Tappen, of the Supreme Court, appointed Isaac Badeau, Jr., J. Osborne, and Silas Ludlam, Commissioners to appraise certain lots on James-street, which are to be taken for the anchorage of the East River Bridge.

The Committee on Rules and Election Returns have got as far as the Thirteenth Ward with the official canvass. The whole batch of returns is replete with irregularities, but the figures foot up about the same as the count by the police.

Mayor Powell and the special committee appointed by the Brooklyn Aldermen in relation to the Boston sufferers have agreed to request citizens to contribute of their own private means rather than advise the appropriation of public moneys.

John Haggerty, an employe in George Heides' planing-mill on Sedgwick-street, near Columbia-street, had his arm nearly torn from his body, yesterday, by being caught in the machinery of the mill; taken to the Long Island College Hospital.

The owners of property on Third-avenue have taken steps to resist the exorbitant sewer assessment about to be levied upon them. At a meeting with reference to this subject held on Thursday night, a committee was appointed to engage counsel and start the matter going.

STATEN ISLAND.

Organization and dedication services will be held in the chapel of the new Presbyterian Church, at West New-Brighton, corner of Castleton and Bement-avenues, on Sunday afternoon, 17th inst., at 3 o'clock, and in the evening at 7½ o'clock. Services will be conducted by Rev. Drs. J. S. Evans and Wells, of Long Island, and Dr. Rockwell, and Rev. Mr. Jones, of Staten Island.

NEW-JERSEY.

During October there were in Hudson County twenty-six deaths by violence.

During October 36 steam-ships, 25 ships, 55 barks, 40 brigs, and 5 schooners—a total of 162 vessels—were piloted out of New-York Harbor by New-Jersey pilots.

Yesterday morning an unknown man, from his dress evidently a tramp, was instantly killed by a westward-bound freight-train on the Pennsylvania Railroad, near the Hackensack River. There was nothing on the body by which it could be identified.

PROBABLE HOMICIDE.

A Saloon Affray in Jersey City—A Man Fatally Wounded by a Pistol-Shot.

At an early hour yesterday morning a shooting affray took place in the saloon of Patrick Roche, at Henderson and Steuben streets, Jersey City, which there is little doubt will result fatally to one of the men engaged. Previous to the fight there had been some trouble, the cause of which is unknown, between Thomas Donellan, a laborer, and Michael Dougherty and John Doris, a saloon-keeper and bar-tender at Railroad-avenue and Henderson-street. After Dougherty and Doris had closed the saloon, about midnight, they met Donellan on the corner named and a fight ensued, during which the latter, who is only nineteen years of age, was rather roughly handled. Dougherty and Doris then passed on to Roche's saloon, on the next corner, which they entered. They were followed by Donellan, who took off his coat, and throwing it over the bar, struck Doris in the face. The latter then drew a revolver from the breast-pocket of his coat, and stepping back fired, the ball entering Donellan's abdomen at the navel, and penetrating the bowels. Doris made good his escape at the time, and the injured man was taken to the hospital. At the time a number of persons were in the saloon, none of whom, however, attempted to prevent Doris' escape. Dougherty was arrested and held as a witness, and the physicians notified the authorities that the wounded man would not be likely to recover. It was thought dangerous to even probe the wound, and though Donellan was still living last evening, it was thought that he would die within twenty-four hours. At 7 o'clock Doris went as usual to open the saloon, and was reported by Roche to the officers who were waiting, and by whom he was taken into custody. He was immediately taken before Donellan, who fully identified him, and who, in his presence, made an ante-mortem statement, embodying the facts above given. An examination was made yesterday before Police Justice Keese. Patrick Roche, Michael McMahon, Michael Geony and John Donohue all told the same story as that given above, and agreeing with Donellan's statement. Michael Dougherty, one of the prisoners, corroborated the statements made by the others, and was released on $1,000 bail, to appear as a witness. The other witnesses were held in $500 each to appear. Doris is in confinement at head-quarters, but will to-day be removed to the county jail, to await the result of Donellan's injuries and the action of the Grand Jury. The prisoner, who is about twenty-five years old, declined to say anything during the examination, or to hold any conversation with any one, and has refused counsel. He is a rough by profession, and has been for several years a bar-tender in New-York, where he belonged to the notorious Fourteenth Ward gang. Donellan has heretofore been regarded as a peaceable and industrious young man, and he has for some time partially supported his mother and sisters.

LATER INTELLIGENCE.

Thomas Donellan, who was shot yesterday morning by John Doris, in Roche's saloon, at Henderson and Steuben streets, died last night, at ten minutes before 10 o'clock, at the Jersey City Hospital.

The Children's Aid Society and the American Institute Fair.

Yesterday was a gala day among the poor children, who are instructed and cared for by the Children's Aid Society, the occasion being a visit to the American Institute Fair, by invitation of the managers. Between 8 and 9 o'clock the different schools marched across town to the cars, and by 10 o'clock fourteen schools, numbering 800 children, were represented in the building, including the pupils from the following schools: Fourth Ward, Fifth Ward, Eleventh Ward, Thirteenth Ward, Fourteenth Ward, Cottage-place, Hudson River, Fifty-third-street, Fourth-street and Avenue C, Lord's Industrial School, East River, and the Italian schools. The little ones marched around the building, and were much pleased with the many articles on view. The machinery, in full working order, the glass-blowers, sewing-machines, picture-galleries, &c., greatly attracted their attention, while the concave mirrors were the source of great amusement and laughter. After visiting every department of interest, they were taken to the cars and returned to the different schools, where a good dinner awaited all. The behavior of the children was excellent. Among the gentlemen who accompanied the schools were Mr. Dupuy, Mr. J. W. Skinner, Mr. Calder, Mr. Lowell, and others.

The Fourteenth Ward Industrial School.

Poverty and suffering seem synonymous terms for the Fourteenth Ward, for nowhere throughout our City at the present time is there more of want and wretchedness. The Fourteenth Ward School, organized some six years ago by the Children's Aid Society, has long been a retreat for the weary, suffering children of that quarter; but now, not content with ministering to the mental, moral, and physical wants of the children, their earnest-hearted teachers have taken the parents of their scholars also under their care, and about once in three months hold a reception, gotten up especially for their benefit. Yesterday afternoon was such an occasion. For an hour the visitors were treated to a highly-interesting programme of exercises, carried out by the pupils. Short addresses were also given by Mr. J. Macy and Mr. Skinner. The whole affair was conducted in the most creditable manner, evincing the utmost good taste and skill on the part of the teachers. In planning these receptions, the Children's Aid Society have a twofold object in view; for while they provide pleasant and sensible recreation for their guests, they also seize the opportunity to impart wholesome instruction in relation to matters vital to the moral and physical well-being of all who live in the densely-populated parts of the City.

[Advertisement.]

UNDENIABLE.—The handsomest hat introduced this season is, beyond doubt, KNOX'S. Gentlemen, select your hats at No. 212 Broadway, and let your wives, sisters, and daughters go there for their furs.

Passengers Arrived.

In steam-ship Victoria, from Glasgow.—John Gosling, John Thompson, Charles Wilson and lady, John Campbell, Mrs. John McLure, David McLure, John Kerr, Helen Gray, Wm Bennett, John Towner, Miss McErran, Miss McCorkindale, E. Perry, Rev. D. Safe, Jas. Smith, Duncan Willoy, M. D., Andrew Black and lady, Mrs. Elizabeth Higgins, Jas. Booth, Rev. Andrew Church, Richard Stackpool, Catharine Toroert.

In steam-ship Crescent City, from Havana.—Frank McCoy, Henry A. Allen, Jose Camia y Bensa, G. Schubart, Mrs. Augustin Morales. From Nassau—Jos. Isaacs and wife.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....6:48 | Sun sets.......4:41 | Moon rises..5:45

HIGH WATER—THIS DAY.

Sandy Hook..8:04 | Gov. Island..8:53 | Hell Gate..10:15

MARINE INTELLIGENCE.

NEW-YORK........FRIDAY, Nov. 15.

Cleared.

Steam-ships Australia, (Br.,) Hedderwick, Glasgow, Henderson Bros.; Wyanoke, Couch, Norfolk, &c., Old Dominion Steam-ship Co.; Black Diamond, Meredith, Philadelphia, A. Abbott; D. Utley, Davis, Philadelphia; Bristol, Wallace, Philadelphia.

Ships Great Admiral, Jackson, San Francisco, Sutton & Co; Adonis, Davis, Liverpool for orders, E. E. Morgan's Sons; Roslyn Castle, (Br.,) Penfold, London, E. E. Morgan's Sons.

Barks Stella Garzalo, Casianni, Cork or Falmouth, A. P. Agresta; Antelope, Davis, St. Croix, Roche Bros. & Co.; Cerero (Aust.) Calia, Constantinople, &c., Fabbri & Chauncey; George Bell, (Br.,) Rose, Hamburg, &c., Boyd and Hincken; Bennis (Norw.,) Dettelson, Cork for orders, Funch, Edye & Co.

Brigs Island Lass, (Br.,) Rex, St. John, N. F., A. C. Outerbridge & Co.; Oliver, (Br.,) Weeks, Aquin via Norwich, F. Del Monte & Co.; Union Star, (Br.,) Lockhart, Windsor, N. S., D. DeWolf & Co.; Sarah Crowell (Br.,) Morris, St. Johns, P. R., W. Woodward & Co.; Uncle Sam, Gover, Kingston, Jamaica, J. Leycraft & Co.; Onalaska, Wheeler, Lisbon, S. C. Loud & Co.; Guila, Stucca, Tarragona.

Schr. Joseph W. Wilson, Somers, Key West, Fla., Overton & Hawkins.

Arrived.

Steam-ship Victoria, (Br.,) Munro, Glasgow Nov. 2, and Moville 3d, with mdse and 173 passengers to Henderson Bros. Experienced severe N. W. to S. W. gales up to Cape Race, from thence strong westerly winds.

Steam-ship Chester, (Br.,) Granthan, Yeisk Oct. 5, and Gibraltar 24th, with mdse. to Seager & Co.—Has had variable weather entire passage; Nov. 5, lat. 33 45, lon. 43 50, passed a British ship steering E., showing signal letters W. R. C. K.

Steam-ship San Francisco, Reynolds, Bermuda 3 ds., with mdse. and passengers to Wm. H. Webb.

Steam-ship James Adger, Lockwood, Charleston Nov. 10, with mdse. and passengers to Henry R. Morgan & Co.

Steam-ship Crescent City, Curtis, Havana Nov. 9 and Nassau 11th, with mdse. and passengers to Atlantic Mail Steam-ship Co.

Steam-ship Volunteer, Bloodgood, Philadelphia, with mdse. to Lorillard Steam-ship Co.

Ship American Congress, Ghiselin, London Oct. 3, with mdse. and passengers to Grinnell, Minturn & Co.

Bark Jane Ure, (of Glasgow,) Jenkins, Matanzas July 20, and Queenstown 49 ds., with sugar to Francke & Fischer—vessel to J. F. Whitney & Co. Came a southern passage and had variable weather and been 9 ds. W. of Bermuda.

Bark Eidsvold, (Norw.,) Smith, Newcastle, Eng., 56 ds., with mdse. to order—vessel to Funch, Edye & Co. Came a southern passage and had variable weather and been 10 ds. W. of Bermuda.

Bark Norton Stover, (of Portland,) Sherman, Cardenas 11 ds., with sugar and molasses to order—vessel to Miller & Houghton. Has had moderate weather and been 3 ds. N. of Hatteras.

Brig Mattie B. Russell, (of Portland,) York, Havana 12 ds., with sugar to Peter V. King & Co.—vessel to Thompson & Hunter. Has had variable weather, and been 3 ds. N. of Hatteras.

Brig Centaur, Stanley, Fajardo, P. R., via St. Johns, P. R., 11 ds., with molasses to Galwey & Casada—vessel to Thompson & Hunter. Nov. 12, off Cape Hatteras, had a heavy gale from N. W., lasting 5 hours, during which lost flying jib; left no vessels; the brig Adeline Richardson, for Mayaguez, sailed Nov. 3.

Brig Ethel Bolton, (of St. Andrews, N. B.,) Haney, Grand Turk, T. I., 9 ds., with salt to J. M. Smith's Sons—vessel to Heney & Parker. Has had fine weather the entire passage; left in port brig Tula, Rich, for Vineyard Haven next day for orders.

Brig Regina, (of Windsor, N. S.,) Rodenhizen, Nevis, 18 ds., with molasses to order—vessel to Hatton, Watson & Co. Has had fine weather the entire passage; Nov. 1, lat. 20, lon. 64 20, spoke brig Thomas Turrell, hence for Arroyo, P. R.

Brig Silas N. Martin, (of Castine,) Hatch, Demerara, 22 ds., with sugar to Maitland, Phelps & Co.—vessel to Miller & Houghton. Has had fine weather the entire passage.

Schr. Jeddie, (of Eastport,) Turner, Hillsboro, N. B., 15 ds., via Portland, with 210 tons plaster to Walter Tompkins—vessel to Jed Frye & Co.

Schr. Frank Howard, (of Bath,) Merritt, Para 21 ds., with rubber, nuts, &c., to F. G. Guimares—vessel to B. J. Wenberg. Has had fine weather; left in port schrs. D. H. Bisbee, Anderson, and Jesse Carll, Underhill, for New-York, ldg.

Schr. Marguerite, (Fr.,) Olivier, St. Pierre, Martinique, 22 ds., with sugar to H. A. Suan & Son. Has had fine weather the entire passage.

Schr. James Ponder, Brown, Providence, for Rondout.

Schr. Emma M. Fox, Brooks, Boston, for Philadelphia.

Schr. Old Zach, Beebe, New-Haven, for Elizabethport.

Schr. B. F. Farnham, Brewster, Jacksonville 8 ds., with lumber to master.

Schr. W. Morehead, Colcord, Jacksonville 8 ds., with lumber to master.

Schr. E. H. Gott, Beebe, New-Haven, for Virginia.

Schr. Lucy Hall, Hall, Westerly, R. I.

Schr. Eliza, Ball, Bridgeport.

SAILED—Ships St. Louis, for Antwerp; Admiral, for Bremen; brig Pearl, for Barbados.

WIND—Sundown, fresh; N. W., clear.

By Telegraph.

BOSTON, Nov. 15.—Arr. steamers Wm. Crane, from Norfolk; Achilles, from Philadelphia; brig Mary E. Dana, from Wilmington.

SAVANNAH, Ga., Nov. 15.—Cld. ship Lancaster, for Liverpool; bark Felipe, for Hamburg; schrs. Lookout, for New-York; Oconee, for Matanzas. steam-ship Leo, from New-York, is below.

VINEYARD HAVEN, Nov. 15.—Arr. brig Eliza Stevens, from St. Martins, for Boston. Had bad weather; broke mainboom and lost jibs and light sails; left at St. Martins, brig Bride, to sail on Oct. 24 for New-York; brig Maria White, to sail on Oct. 26 for Philadelphia; brig Katahdin, arr. at Quarantine on Oct. 21 from Trinidad; de Cuba, to load for Portland; on the 13th inst., Fire Island, bearing W. S. W., 40 miles, spoke brig Saxony, for Porland. Also arr. schrs. C. H. Cook, from Turk's Island, for Boston; S. P. Adams, from Weehawken, for do.; Ira Laffrenier, from Newburg for do.; C. H. Major, from New-York, for Halifax; A. S. Emory, from do., for Bangor; A. Paine, from do., for Eastport; New Dominioon, from Pawtucket, for do.; Mattie Holmes, from Bangor, for Wilmington, Del.; Ranger, from Portland, for Glencove; Matanzas, from Sullivan, for New-York; J. & H. Crowley, from Calais, for do.; Alice, from Wellfleet, for Virginia; A. S. Willey, from Provincetown, for do.

European Marine News.

QUEENSTOWN, Nov. 15.—The Cunard line steam-ships Java and Samaria, from New-York and Boston, for Liverpool, arrived here at 3 o'clock this afternoon.

The National line steam-ship Italy, Capt. Thompson, from New-York, arr. here at 2 P. M. today, en route for Liverpool, and proceeded.

MOVILLE, Nov. 15.—The Anchor line steam-ship India, Capt. Munro, from New-York Nov. 2, for Glasgow, arr. here this morning.

BROKAW BROTHERS
NOW OFFER
THEIR IMMENSE STOCK
OF
Boys', Youths' and Men's
CLOTHING,
AT
WHOLESALE PRICES.
Fourth-Av., Opposite Cooper Institute.
Lafayette-Place, Opposite Astor-Place.

Exchange Fire Ins. Co.,
172 Broadway,
Cor. Maiden Lane, N. Y.
NEW-YORK, Nov. 11, 1872.

AFTER the Great Fire in
BOSTON
OUR ENTIRE LIABILITIES in the City are ONLY $15,000.
Present Condition of the Company:
Cash Capital.....$200,010 00
Surplus.....72,500 00
ASSETS.....$272,510 00
Losses unadjusted.....9,875 00
NET ASSETS.....$262,635 00
R. CARMAN COMBES, President.
GEO. W. MONTGOMERY, Secretary.

IRVING
Insurance Company
NO 157 BROADWAY.
NEW-YORK, Nov. 12, 1872.
At a meeting of the Board, held this day, the Directors unanimously resolved that the Company's losses by the recent fire in Boston be promptly paid, and any impairment of its Capital made good by a requisition on its stockholders. Business continued as usual.
MARTIN CROWELL, President.
WM. PITT PALMER, Vice-President.
JAMES M. WILSON, Secretary.

MANHATTAN FIRE
INSURANCE COMPANY,
NO. 68 WALL-ST.
CASH CAPITAL.....$250,000
SURPLUS.....180,000
$430,000
LOSS AT BOSTON ABOUT.....30,000
ANDREW J. SMITH, President.

A CARD.
NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
LOSSES BY THE BOSTON CONFLAGRATION WILL NOT EXCEED SIX HUNDRED THOUSAND DOLLARS, BEING ONLY ABOUT ONE-FIFTH OF THE COMPANY'S FIRE SURPLUS.
WM. CONNER,
CHAS. E. WHITE, } Managers.
SAMUEL P. BLAGDEN,
No. 50 WILLIAM-ST., NEW-YORK, Nov. 11, 1872.

AMERICAN EXCHANGE
FIRE INSURANCE CO.,
NO. 141 BROADWAY,
NEW-YORK, Nov. 11, 1872.
Capital - - - - $200,000
Surplus - - - - 60,000
THIS COMPANY HAS ONLY TEN THOUSAND ($10,000) DOLLARS IN THE BOSTON FIRE.
NO AGENTS ANYWHERE.
WM. RAYNOR, Secretary.

INCURABLES NO LONGER.—BETHESDA Spring Water cures all diseases of the Kidney and Bladder, Urinary Organs, Dropsy, Dyspepsia, and Constipation. The Attending Physician has made them—Catarrh, Bronchitis, Consumption, Piles, Incontinence, Nervous Debility, Diseases of the Blood, Liver, and Skin—a specialty since 1849; thousands of testimonials. Office and private rooms, No. 200 Broadway, New-York.

STEAM SAFES
IN THE GREAT
BOSTON FIRE.
BY TELEGRAPH FROM BOSTON.
NOVEMBER 12, 1872.
TO
AM. STEAM SAFE CO.
S. H. COLE, Manager,
NO. 300 BROADWAY, N. Y.
Two Hundred Safes in the Fire.
The following parties have reported their
Steam Safes
ALL RIGHT INSIDE, VIZ.:
Hope Mutual Life Ins. Co.
Bay State Suspender Co.
W. W. Heckle & Co.
Union Button Hole Co.
A. W. Converse.
George P. Clark.
George B. Chase & Co. (steam vault.)
Hecht Brothers.
Brandon Scale Co.
Boston Corset & Shirt Co.
Brown Cap Co. (st. vault.)
E. D. Goodrich.
Ed. M. Smith.
McKay Sewing Machine Co.
H. Billings & Sons.
H. P. Marston & Co.
Mt. Vernon Nat. Bank.
George F. Breed.
Nat. Wax Thread S. M. Co.
Moses P. Grant & Co.
Glendon Iron Co.
R. Bishop & Co.
White, Osborn & Co.
Clark, Adams & Clark.
Boston Rubber Shoe Co.
Low, Hersey & Co.
Greensfelder, Rosenstall & Co.
E. & A. H. Batcheller.
Palmer, Bachelders & Co.
Edward H. Sampson.
Shawmut National Bank.
A. B. Robbins.
C. C. Perkins.
Wm. Tidd & Co.
Potter & Smith.
Lane, Pierce & Co.
Freeman's National Bank.
Am. Shoe Tip Co.
George T. Clark.
Howland, Luce & Co.
North National Bank.
Varney, Henderson & Co.
Over one hundred and fifty others yet to be opened.

The following is a sample of the urgent orders now being received:
NO. 19 INDIA-ST., BOSTON.
AM. STEAM SAFE CO.
GENTLEMEN: *We want you to build us one of your Steam Safes, like the one we purchased of you a year ago. We found our books and papers and all our valuables in perfect condition. Not one of them scorched after being in the great fire for fifty hours in the most intense heat; the Safe being found in a pile of burning sole leather, under several feet of red-hot bricks. Please get the new one out with all possible dispatch, as we shall not feel safe unless our books and papers are in one of the Steam Fire-proof Safes.*
(Signed,) LOW, HERSEY & CO.
[Second Telegram.]
S. H. COLE, Manager,
NO. 300 BROADWAY, New-York.
DEAR SIR: FOUR NATIONAL BANKS that had valuables behind our work saved all contents protected by it in perfect condition.
AM. STEAM SAFE CO.
[Third Telegram.]
SEND US EVERY STEAM AND CUT-OFF SAFE above No. 3, single door, that you can spare. All our stock here sold, and an unprecedented demand for our Safes. *We must have them.*
AM. STEAM SAFE CO.

STATEMENT
OF THE CONDITION OF THE
WESTCHESTER
FIRE INSURANCE COMPANY,
NOV. 14, 1872.
OFFICES, NEW-ROCHELLE AND NO. 1 CORTLANDT-ST., NEW-YORK.

Cash Capital	$200,000 00
ASSETS:	
Real Estate	28,613 95
Bonds State of New-York	15,200 00
United States 6s, 1881	18,600 00
United States 5-20s	157,835 00
United States 5s	11,300 00
East Chester Town Bonds	19,000 00
Chesapeake and Ohio Railroad Bonds	9,400 00
Manufacturers' and Merchants' Bank Stock	10,000 00
Bonds and Mortgages (first liens)	214,300 00
Cash on hand and in Bank	70,360 18
Premiums in course of collection	81,500 07
Interest due and accrued	13,470 00
Loans on Collaterals	3,000 00
Total Assets	$652,639 20
LIABILITIES:	
Amount required to reinsure all outstanding risks at 50 per cent. of premium received	$215,640 00
Losses at Boston	100,000 00
Losses unpaid and in process of adjustment other than those at Boston	12,165 00
All other claims (including commissions due agents)	10,000 00
Total Liabilities except Capital Stock	$337,805 00
Cash Capital	200,000 00
Total Liabilities	$537,805 00
Surplus over all liabilities except Capital Stock	$314,834 20

(Signed,) G. J. PENFIELD, President.
(Signed,) GEO. R. CRAWFORD, Secretary.
STATE OF NEW-YORK, COUNTY OF NEW-YORK: Geo. J. Penfield, President, and Geo. R. Crawford, Secretary, of the Westchester Fire Insurance Company of New-Rochelle, N. Y., being duly sworn, depose and say, and each for himself says, that they are the above-described officers of the said Company, and that, on the 14th November, 1872, all the above-described assets were the absolute property of said Company, free and clear from all liens and claims thereon, except as above stated.
In witness whereof I have hereunto set my hand and affixed my official seal.
(Signed,) WILLIAM H. CLARKSON, Notary Public.

ONLY NINE DAYS MORE.
On Nov. 25, by order of Gov. Bramlette, all agencies in New-York and everywhere else close sales of tickets for Kentucky Library Gift Concert at Louisville. Dec. 7. Only 100,000 tickets issued, and only scattering numbers left. Whole tickets, $10; halves, $5; quarters, $2 50. Money in bank to pay all gifts. Any ticket may, but one in every hundred must, draw a gift.
LIST OF GIFTS DISTRIBUTED BY LOT AT CONCERT.
ONE GRAND GIFT, CASH, $100,000
ONE GRAND GIFT, - - - - 50,000

1 Cash Gift	$25,000	4 Cash Gifts	$2,000 each
1 Cash Gift	20,000	15 Cash Gifts	1,000 each
1 Cash Gift	15,000	20 Cash Gifts	900 each
1 Cash Gift	10,000	21 Cash Gifts	800 each
1 Cash Gift	9,000	25 Cash Gifts	700 each
1 Cash Gift	8,000	35 Cash Gifts	600 each
1 Cash Gift	7,000	45 Cash Gifts	500 each
1 Cash Gift	6,000	50 Cash Gifts	400 each
1 Cash Gift	5,000	60 Cash Gifts	300 each
1 Cash Gift	4,000	100 Cash Gifts	200 each
1 Cash Gift	3,000	612 Cash Gifts	100 each

TOTAL, 1,000 GIFTS, ALL CASH, $500,000
THOS. H. HAYS,
Branch Office Public Library, Ky., 609 Broadway, N.Y.

BROADWAY INSURANCE CO.,
No. 158 Broadway.
CASH CAPITAL.....$200,000
SURPLUS.....207,000
$407,000
THIS COMPANY HAS NEVER DONE AN AGENCY BUSINESS, AND HAS LOST NOTHING BY THE BOSTON FIRE.
H. M. FORRESTER, President.
JOHN WRAY, Secretary.

HIBERNIA
INSURANCE CO. OF OHIO.
OFFICE, NO. 4 PINE-ST.
LINDLEY MURRAY, Agent.
ASSETS - - - - $278,000
NO LOSSES IN BOSTON.
Risks in Boston accepted at fair rates at the New-York Office.

HAMILTON
FIRE INSURANCE CO.
No. 11 WALL-ST.
NO INSURANCE IN BOSTON.
J. C. WINANS, President.
D. D. LEEDS, Secretary.
W. G. WINANS, Ass. Sec'y.

LIVERPOOL AND LONDON
AND GLOBE INS. CO.,
NO. 45 WILLIAM-ST.
Assets in United States,
Jan. 1, 1872, $3,640,000.
The following telegram has been received:
Draw for loss at Boston as required.
(Signed,) BROCKLEBANK,
(Chairman.) Liverpool."

REPUBLIC
FIRE INSURANCE COMPANY
OF NEW-YORK,
NO. 153 BROADWAY.
New-York, Nov. 13, 1872.
GROSS ASSETS, NOV. 1, 1872.....$550,000
"The Company's losses at Boston will not exceed $200,000, and will be paid as fast as adjusted, and at a meeting of the Board of Trustees, held this day, it was resolved to fill up the deficiency thus created by an assessment of fifty per cent. on its capital stock."
ROBERT S. HONE, President.
DUNCAN F. CURRY, Secretary.
EDWARD ROWELL, Assistant Secretary.

$10,000,000 Assets. Organized 1850.
APPLY TO THE
CHARTER OAK LIFE INS. CO.,
Of Hartford, Conn., or any of its Agents, for a copy of the
DEPOSIT INSURANCE POLICY.
This Policy gives insurance for a definite sum at a very low rate of premium.
It has a fixed CASH VALUE, which can be withdrawn at the end of any year on surrender of the policy.
It matures in ten years, and will yield a return of all Deposits, largely increased by interest and profits, or in lieu thereof a paid-up, with profits, Life Insurance Policy of large amount, upon which annual dividends will be paid.
LOW CASH RATES and annual dividends are the distinctive features of all the ordinary forms of insurance as granted by this Company.

BALL, BLACK & CO.,
565 and 567 Broadway.
DIAMONDS,
AT VERY LOW PRICES.
SPECIAL ATTENTION is invited to our RICH AND EXTENSIVE assortment of FINE DIAMONDS and OTHER PRECIOUS STONES, comprising—
100 pairs of DIAMOND SOLITAIRE EAR-RINGS, from $200 to $10,000 per pair.
450 DIAMOND FINGER RINGS, from $50 to $8,000 each.
And BROOCHES, PENDANTS and LOCKETS, various styles and prices.
As this entire stock MUST BE CLOSED OUT during the PRESENT YEAR, prices will be named SO LOW as to insure that result with the least possible delay.

WE PRESENT
A
GOLD OR SILVER DOLLAR
TO
EVERY MAN OR BOY
THAT BUYS
A SUIT OF CLOTHING
OR AN
OVERCOAT
FOR CASH.
PRICES
GUARANTEED LOWEST IN THE CITY.
LOBDELL, TINSLEY & CO.,
No. 1,180 Broadway, corner 28th-st.

SAFEGUARD
Fire Insurance Company,
No. 152 Broadway, New-York.
BRANCH OFFICES,
NO. 109 4TH-AV. NO. 737 BROADWAY.
CASH CAPITAL.....$200,000.
CASH ASSETS.....$242,467.
No Agency in Boston.
NO AGENCIES ANYWHERE.
Place Your Risks in the Safeguard.
THOMAS C. DOREMUS, President.
JAMES YERRANCE, Secretary.

CLOSING OUT
Our entire stock of Diamonds, Watches, Jewelry, Bronzes, &c., &c., at Cost, to close up the business.
OSBORNE & TOWNSEND,
No. 527 Broadway.

THE BAXTER ENGINE IS MANUFACTURED BY COLT'S PATENT FIRE ARMS M'F'G CO. Is made interchangeable in all its parts, and consequently is perfect in construction.
It is simple and safe, so that a child may run it.
No extra insurance to pay.
It occupies less space, and is run up to rated power with less fuel than any known motor. Over 50 are now in use in this City, and hundreds of them in use all over the U. S., and the universal judgment confirms all we claim; and, therefore, we fully guarantee them. For Circulars and Price-List, call upon or address,
WM. D. RUSSELL,
No. 18 Park-place, New-York.

NORTHWESTERN
NATIONAL INSURANCE CO.
OF MILWAUKEE, WIS.
SUBSCRIBED CAPITAL, $600,000.
PAID $250,000 in full for CHICAGO LOSSES.
HAD NO AGENCY AND NO RISKS IN BOSTON.
Cash Capital, (paid up).....$235,500
Cash Surplus, (over).....100,000
Total Liabilities, including Reinsurance, $90,893 50.
Hon. ALEXANDER MITCHELL, President.
EDWARD D. HOLTON, Vice-President.
FRANK H. WHIPP, Secretary.
T. J. TEMPLE, Agent, 163 BROADWAY.

GERMANIA
FIRE INSURANCE CO.
OFFICE,
No. 175 Broadway.
Cash Capital, - - - $500,000 00
Surplus Nov. 1, 1872, - - 674,739 87
Total Assets, - - $1,174,739 87
All Boston losses do not exceed $450,000, and will be promptly paid from the surplus, and the Directors of the Company have this day unanimously ordered that the Company's business shall be continued on a thoroughly sound basis. Its surplus after paying all losses will therefore be equal to a full guarantee of all outstanding risks, and its capital untouched.
The GERMANIA has passed with honor through all the large conflagrations of the last fourteen years, including Portland, Philadelphia, Pittsburg, Chicago, and Boston, and continues to offer the protection of its policy against loss and damages by fire, conscious that it has deserved well the confidence of the public.
RUDOLPH GARRIGUE, President.
JOHN EDW. KAHL, Vice-President.
HUGO SCHUMANN, Secretary.

A. RAYMOND & CO.,
COR. FULTON AND NASSAU STS.
WINTER SUITS
FOR BOYS.
OVERCOATS
OF
Fur, Chinchilla, and Castor Beavers.
EQUAL TO CUSTOM WORK.

OFFICE OF
MONTAUK
FIRE INSURANCE COMPANY,
No. 168 BROADWAY
and
No. 22 COURT-ST., BROOKLYN.
CAPITAL.....$150,000
SURPLUS.....185,000
ASSETS.....$335,000
This Company only loses Five Thousand Dollars by the Boston Fire. Has no agent, and does a strictly conservative business.
WM. ELLSWORTH, President.
O. T. SPARING, Secretary,
G. G. TRASK, Assistant Secretary.

TIFFANY & CO.,
UNION-SQUARE.
STANDARD AMERICAN PLATED WARE.
EPERGNES, CENTRE PIECES, BOWLS FOR FRUIT AND FLOWERS, TETE-A-TETE SETS, AND ALL ARTICLES OF HOUSEHOLD USE; WAITERS AND TRAYS, ALL SIZES.

C. G. GUNTHER'S SONS,
502-504 BROADWAY
—ONLY.—
OFFER FOR THE SEASON THEIR LARGE STOCK OF
LADIES' FURS,
At the Lowest Possible Prices.
AN ELEGANT ASSORTMENT OF
SEAL SKIN FUR,
IN ALL THE LEADING STYLES OF
SACQUES AND TURBANS.
502-504 Broadway.
N. B.—Our business in all its departments, wholesale and retail, is only at Nos. 502 and 504 Broadway.

Sunday Literature.

ARE YOU A SUBSCRIBER?
The Churchman $3
Most largely circulated Prot. Episc. Paper. 713 B'way
All a Church Paper ought to be. Try it. 2 mos. 50c.

F. BOOSS,
NO. 449 BROADWAY,
(Between Howard and Grand sts.)
HAS OPENED HIS
RETAIL DEPARTMENT,
and will offer, for the next sixty days, a full assortment of
LADIES' AND GENTLEMEN'S
FURS,
of his own manufacture, in all variety.
Also, his celebrated patent
LEGANT MUFF,
OF WHICH HE IS THE SOLE MANUFACTURER.

HOME INSURANCE COMPANY,
Office, No. 135 Broadway.
BRANCH OFFICES, { No. 586 6th-av., New-York.
No. 203 Montague-st., Brooklyn.
Assets Nov. 1, 1872, - - - - $4,500,000
Loss in Boston will be less than - - 800,000
Assets remaining with the Company, over - $3,700,000
Being the largest amount offered by any American Company as a guarantee for its policies.
CHARLES J. MARTIN, President.
J. H. WASHBURN, Secretary.

DICK'S
Encyclopedia of Practical Receipts and Processes,
CONTAINING OVER
6,400 Receipts,
Embracing thorough information, in plain language, applicable to almost every possible industrial and domestic requirement.
By WILLIAM B. DICK.
607 pages, royal octavo, printed on fine toned, sized and pressed paper. Bound in cloth, price, $5; sheep, $6; arabesque, $6; half calf, extra, $7 50.
This work is a comprehensive Book of Reference for the Merchant, Manufacturer, Artisan, Amateur, and Housekeeper, embracing valuable information in the Arts, Professions, Trades, Manufactures, including Medicine, Pharmacy, and Domestic Economy.
It would be difficult to find any one of the 6,422 paragraphs in this work, (many of which contain several receipts,) that is not worth at least the price of the book to the person desiring to apply it. A great number of them are original contributions, prepared expressly for the ENCYCLOPEDIA, or are to be found only in rare and costly works. Prominent among the immense mass of subjects treated of in the book are the following:
Tanning.
Distillation.
Brewing.
Syrups.
Cements, &c.
Water-proofing.
Artificial Gems.
Aniline Colors.
Lubricators.
Photography.
The Art of Dyeing.
Metals and Alloys.
Patent Medicines.
Medical Receipts.
Imitation Liquors.
Cider and Vinegar.
Perfumery, Cosmetics.
Flavoring Essences, &c.
Hair Dyes and Washes.
Tooth Powders, &c.
Alcohol and Alcoholmetry.
Petroleum and Kerosene.
Bleaching and Cleaning.
Sauces, Catsups and Pickles.
Receipts for the Garden.
To Remove Stains, Spots, &c.
Pyrotechny and Explosives.
Inks and Writing Fluids.
Paints and Pigments.
Painting and Paper-hanging.
Kalsomine and Whitewash.
Varnishing and Polishing.
Japanning and Lacquering.
Boot and Harness Blacking.
Hard, Soft, and Toilet Soaps.
Gilding, Silvering, &c.
Electrotyping, Electroplating.
Wines, Cordials, and Bitters.
Pomades and Perfumed Oils.
Weights and Measures.
*** *The above book is for sale everywhere, and will be sent by mail to any address, free of postage, upon the receipt of price. Send all orders to* DICK & FITZGERALD, Publishers, New-York.

THE
PARK FIRE INSURANCE CO.
Office, No. 237 Broadway,
Corner Park-place.
CASH CAPITAL, ... $200,000
ASSETS, NOV. 11, 1872, . . $350,000
THIS COMPANY SUFFERS
No Loss by the Great Fire in Boston,
and confines its business to first-class fire risks in the City of New-York and immediate vicinity.
WILLIAM JAFFRAY, President.
GEORGE ALGER, Secretary.

OFFICE OF
THE STERLING
FIRE INSURANCE COM'Y,
No. 155 Broadway, N. Y.
CASH CAPITAL.....$200,000
SURPLUS.....60,000
This Company has no Agents, and does not lose anything by the Boston Fire.
A. L. SOULARD, President.
EDWARD HAIGHT, Vice-President.
J. K. VAN RENSSELAER, Secretary.

OFFICE
NIAGARA FIRE INSURANCE CO.,
No. 201 Broadway,
NEW-YORK, Nov. 11, 1872.
Cash Capital and Assets, $1,300,000.
Losses in Boston will not Exceed Three Hundred Thousand Dollars.
HENRY A. HOWE, President.
P. NOTMAN, Vice-President.

Cash Capital, $1,000,000.
PHENIX Ins. Co.,
OF BROOKLYN, N. Y.
NEW-YORK OFFICE, 173 BROADWAY, }
Nov. 11, 1872. }
We have much pleasure in informing the public that our losses by the great
Boston Fire
cannot possibly exceed $450,000.
Our Assets on 1st Nov. were..$2,032,191 61
Total amount insured in burnt district.....450,000 00
Thus leaving us (even in case our losses are total) Net Assets....$1,582,191 61
STEPHEN CROWELL, President.
PHILANDER SHAW, Secretary.

GEBHARD
FIRE INSURANCE CO.,
NO. 141 BROADWAY,
NEW-YORK, Nov. 11, 1872.
HAVE BUT $22,500 AT RISK IN THE BURNED DISTRICT AT BOSTON.
W. D. WADDINGTON, President.
JOHN S. SMITH, Secretary.

CITIZENS'
INS. CO. OF NEWARK, N. J.
CASH CAPITAL.....$200,000
SURPLUS.....150,000
TOTAL ASSETS.....$350,000
Had no agency in Boston, and only $17,500 at risk in the burned district.
H. H. JAQUES, President.
A. P. SCHARFF, Secretary.
T. J. TEMPLE, Manager, No. 163 BROADWAY.

TOO LATE FOR CLASSIFICATION.

THE TWENTY-FIFTH ANNIVERSARY of the Sabbath-school Missionary Association, connected with the Thirteenth-street Presbyterian Church, between 6th and 7th avs., (Rev. Dr. BURCHARD'S,) will be held SABBATH EVENING, Nov. 17, 1872, exercises commencing at 7 o'clock.

UNITED STATES MAILS.

NEW-YORK.

POST-OFFICE DEPARTMENT,
WASHINGTON, Aug. 31, 1872.

PROPOSALS will be received at the Contract Office of this Department until 3 P. M. of Feb. 3, 1873, (to be decided on or before March 3, 1873,) for conveying the mails of the United States from July 1, 1873, to June 30, 1877, in the State of New-York, on the routes and by the schedules of departures and arrivals herein specified.

The attention of bidders is called to the 253d section of the Act of June 8, 1872, which requires that *all bids of $5,000 and upward shall be accompanied by a check or draft on some solvent national bank, of not less than five per cent. of such bid.*

Railroad routes not advertised.

1301—From New-York, by Tompkinsville, Stapleton, New-Brighton, West New-Brighton and Port Richmond, to Mariner's Harbor, fourteen and three-fourth miles and back, twelve times a week.

Summer Schedule.—Leave New-York daily, except Sunday, at 8 A. M. and 3 P. M.; arrive at Mariner's Harbor by 10:30 A. M. and 5:30 P. M. Leave Mariner's Harbor daily, except Sunday, at 10:45 A. M. and 5:45 P. M.; arrive at New-York by 7 A. M. and 2 P. M.

Winter Schedule.—Leave New-York daily, except Sunday, at 9:30 A. M. and 3:30 P. M.; arrive at Mariner's Harbor by 12:30 P. M. and 7 P. M. Leave Mariner's Harbor daily, except Sunday, at 6:30 A. M. and 12:30 P. M.; arrive at New-York by 9 A. M. and 3 P. M.

1302—From New-York, by Bay Ridge and Fort Hamilton, to New-Utrecht, eleven and a quarter miles and back, twelve times a week. Leave New-York daily, except Sunday, at 7 A. M. and 3 P. M.; arrive at New-Utrecht by 9 A. M. and 5 P. M.; leave New-Utrecht daily, except Sunday, at 9 A. M. and 5 P. M.; arrive at New-York by 11 A. M. and 7 P. M.

1303—From New-York to Astoria, six miles and back, twelve times a week. Leave New-York daily, except Sunday, at 11:15 A. M. and 5:15 P. M.; arrive at Astoria by 12:15 P. M. and 6:15 P. M.; leave Astoria daily, except Sunday, at 8:15 A. M. and 3:15 P. M.; arrive at New-York by 9:15 A. M. and 4:15 P. M.

1304—From Jamaica to Rockaway, eight miles and back, six times a week, from May 1 to Nov. 1, and three times a week the residue of the year.

Schedule from May 1 to Nov. 1.—Leave Jamaica daily, except Sunday, at 9 A. M.; arrive at Rockaway by 11 A. M.; leave Rockaway daily, except Sunday, at 5:40 A. M.; arrive at Jamaica by 7:40 A. M.

Schedule from Nov. 1 to May 1.—Leave Jamaica Monday, Wednesday and Friday at 3 P. M.; arrive at Rockaway by 6 P. M.; leave Rockaway Monday, Wednesday and Friday at 7 A. M.; arrive at Jamaica by 10 A. M.

1305—From Northport to Fresh Pond, three miles and back, six times a week. Leave Northport daily, except Sunday, at 5:30 P. M.; arrive at Fresh Pond by 6:30 P. M.; leave Fresh Pond daily, except Sunday, at 3 P. M.; arrive at Northport by 4 P. M.

1306—From Centreport Station, by Elwood, to Commac, six miles and back, six times a week. Leave Centreport Station daily, except Sunday, at 12 M.; arrive at Commac by 2 P. M.; leave Commac daily, except Sunday, at 7 A. M.; arrive at Centreport Station by 9 A. M.

1307—From Suffolk, by Smithtown, Smithtown Branch, Saint James, Stony Brook and Setauket, to East Setauket, sixteen and a half miles and back, six times a week. Leave Suffolk daily, except Sunday, at 12 M.; arrive at East Setauket by 3:30 P. M.; leave East Setauket daily, except Sunday, at 8 A. M.; arrive at Suffolk by 11:30 A. M.

1308—From Medford Station to Patchogue, four miles and back, six times a week. Leave Medford Station daily, except Sunday, at 1 P. M.; arrive at Patchogue by 2 P. M. Leave Patchogue daily, except Sunday at 9:30 A. M.; arrive at Medford Station by 10:30 A. M.

1309—From Holtsville, by Selden, Port Jefferson and Mount Sinai to Miller's Place, fifteen and a half miles and back, six times a week to Port Jefferson, and three times a week the residue, with connecting side mail to Coram from Selden, two and a half miles, six times a week. Leave Holtsville daily, except Sunday, at 11:15 A. M.; arrive at Port Jefferson by 1:30 P. M. Leave Port Jefferson daily, except Sunday at 8:15 A. M.; arrived at Holtsville by 11:15 A. M. Leave Port Jefferson Tuesday, Thursday and Saturday at 1:45 P. M.; arrive at Miller's Place by 4:45 P. M. Leave Miller's Place Tuesday, Thursday and Saturday at 7 A. M.; arrive at Port Jefferson by 8 A. M.

1310—From Yaphank Station, by South Haven, Moriches, and Centre Moriches, to East Moriches, ten miles and back, six times a week. Leave Yaphank Station daily, except Sunday, at 1 P. M.; arrive at East Moriches by 4 P. M. Leave East Moriches daily, except Sunday, at 7 A. M.; arrive at Yaphank Station by 10 A. M.

1311—From River Head, by Baiting Hollow, to Wading River, twelve miles and back, twice a week, with privilege of supplying Wading River from Manorville, if preferred. Leave River Head Wednesday and Saturday at 3:30 P. M.; arrive at Wading River by 6 P. M. Leave Wading River Wednesday and Saturday at 8 A. M.; arrive at River Head by 11 A. M.

1312—From River Head, by Quogue, to West Hampton, twelve miles and back, three times a week, with three additional weekly trips from June 1 to Sept. 30. Leave River Head Tuesday, Thursday and Saturday at 2 P. M.; arrive at West Hampton by 6 P. M. Leave West Hampton Tuesday, Thursday and Saturday at 6:30 P. M.; arrive at River Head by 10 P. M. The additional Summer trips to be run in close connection with railroad mail trains.

1313—From River Head by Flanders, to Good Ground, nine miles and back, three times a week. Leave River Head Tuesday, Thursday and Saturday at 2 P. M.; arrive at Good Ground by 4:30 P. M. Leave Good Ground Tuesday, Thursday and Saturday at 8 A. M.; arrive at River Head by 10:30 A. M.

1314—From Greenport, by Sag Harbor, Bridgehampton and Water Mills, to Southampton, twenty-three miles and back, six times a week. Leave Greenport daily, except Sunday, at 2:30 P. M.; arrive at Southampton by 8:30 P. M. Leave Southampton daily, except Sunday, at 4 A. M.; arrive at Greenport by 9:30 A. M.

1315—From Nyack, by Nyack Turnpike, Clarkstown, Haverstraw and Stony Point, to Tompkin's Cove, eighteen miles and back, six times a week. Leave Nyack daily, except Sunday, at 7 A. M.; arrive at Tompkin's Cove by 11 A. M. Leave Tompkin's Cove daily, except Sunday, at 12 M.; arrive at Nyack by 4 P. M.

1316—From Valhalla, by Kensico and Armonk, to North Castle, eight miles and back, three times a week. Leave Valhalla Monday, Wednesday and Friday at 10:30 A. M.; arrive at North Castle by 12:30 P. M. Leave North Castle Monday, Wednesday and Friday at 6 A. M.; arrive at Valhalla by 9 P. M.

1317—From Katonah, by Cross River, Boutonville and South Salem to Lewisborough, thirteen and a half miles and back, three times a week. Leave Katonah, Tuesday, Thursday and Saturday at 10 A. M.; arrive at Lewisborough by 1 P. M. Leave Lewisborough Tuesday, Thursday and Saturday at 6 A. M.; arrive at Katonah by 9 A. M.

1318—From Bedford Station to Bedford, five miles and back, twelve times a week. Leave Bedford Station daily, except Sunday, at 10 A. M. and 4 P. M.; arrive at Bedford by 11:30 A. M. and 5:30 P. M. Leave Bedford daily, except Sunday, at 6:15 A. M. and 2 P. M.; arrive at Bedford Station by 7:45 A. M. and 3:30 P. M.

1319—From Purdy's Station, by Salem Centre, to North Salem, five miles and back, three times a week. Leave Purdy's Station Tuesday, Thursday and Saturday at 10:30 A. M.; arrive at North Salem by 12 M. Leave North Salem Tuesday, Thursday and Saturday at 8 A. M.; arrive at Purdy's Station by 9:30 A. M.

1320—From Carmel, by Mahopac, to Croton Falls, seven and a half miles and back, six times a week. Leave Carmel daily, except Sunday, at 2:30 P. M.; arrive at Croton Falls by 4 P. M. Leave Croton Falls daily, except Sunday, at 11 A. M.; arrive at Carmel by 12:30 P. M.

1321—From Peekskill, by Mohegan Lake, Shrub Oak, Jefferson Valley and Mahopac Falls, to Mahopac, thirteen and a half miles and back, three times a week. Leave Peekskill Tuesday, Thursday and Saturday at 1 P. M.; arrive at Mahopac by 5 P. M. Leave Mahopac Tuesday, Thursday and Saturday at 7 A. M.; arrive at Peekskill by 11 A. M.

1322—From Peekskill, by Yorktown and Hallock's Mills, to Katonah, fifteen miles and back, three times a week. Leave Peekskill Tuesday, Thursday and Saturday at 2 P. M.; arrive at Katonah by 5:30 P. M. Leave Katonah Tuesday, Thursday and Saturday at 8 A. M.; arrive at Peekskill by 11:30 A. M.

1323—From Newburg, by Coldenham, to Montgomery, twelve and a half miles and back, six times a week. Leave Newburg daily, except Sunday, at 10:30 A. M.; arrive at Montgomery by 2 P. M. Leave Montgomery daily, except Sunday, at 7 A. M.; arrive at Newburg by 10 A. M. Proposals to end at Coldenham are invited.

1324—From Newburg, by Savil and Plattekill, to Modena, fourteen miles and back, twice a week. Leave Newburg Wednesday and Saturday at 1 P. M.; arrive at Modena by 4 P. M. Leave Modena Wednesday and Saturday at 7 A. M.; arrive at Newburg by 10 A. M.

1325—From Newburg to Middle Hope, four miles and back, twice a week. Leave Newburg Wednesday and Saturday at 12 M.; arrive at Middle Hope by 1 P. M. Leave Middle Hope Wednesday and Saturday at 10 A. M.; arrive at Newburg by 11 A. M.

1326—From Fishkill, by Johnsville, East Fishkill, Stormville and Greenhaven, to Poughquag, fifteen and a half miles and back, six times a week. Leave Fishkill daily, except Sunday, at 11:30 P. M.; arrive at Poughquag by 2:30 P. M. Leave Poughquag daily, except Sunday, at 6 A. M.; arrive at Fishkill by 9 A. M.

1327—From Carmel, by Cole's Mills, Boyd's Corner, and Kent, to Farmer's Mills, nine miles and back, twice a week. Leave Carmel Wednesday and Saturday at 2:15 P. M.; arrive at Farmer's Mills by 4 P. M. Leave Farmer's Mills Wednesday and Saturday at 12 M.; arrive at Carmel by 1:45 P. M.

1328—From Gardner, by Tuthill, Bruynswick, and Dwaar's Kill, to Pine Bush, thirteen miles and back, twice a week. Leave Gardner Tuesday and Friday at 10 A. M.; arrive at Pine Bush by 2 P. M.; Leave Pine Bush Tuesday and Friday at 3 P. M.; arrive at Gardner by 7 P. M.

1329—From Poughkeepsie, by Highland, Loyd, Ohioville, and New-Paltz, to Libertyville, fourteen and three-fourths miles and back, six times a week to New-Paltz, and twice a week the residue. Leave Poughkeepsie daily, except Sunday, at 12:30 P. M.; arrive at New-Paltz by 3:30 P. M. Leave New-Paltz daily, except Sunday, at 9 A. M.; arrive at Poughkeepsie by 11:30 A. M. Leave New-Paltz Monday and Friday at 3:15 P. M.; arrive at Libertyville by 4:15 P. M. Leave Libertyville Monday and Friday at 5 P. M.; arrive at New-Paltz by 6 P. M.

1330—From Clove Branch Junction, by Fishkill Plains, to New-Hackensack, six and a half miles and back, six times a week. Leave Clove Branch Junction daily, except Sunday, at 12 M.; arrive at New-Hackensack by 2 P. M. Leave New-Hackensack daily, except Sunday, at 7 A. M.; arrive at Clove Branch Junction at 9 A. M.

1331—From Poughkeepsie, by Sprout Creek, Arthursburg, Sylvan Lake, Beekman and Poughquag, to Pawling, twenty-four miles and back, three times a week. Leave Poughkeepsie Tuesday, Thursday, and Saturday at 1 P. M.; arrive at Pawling by 8 P. M. Leave Pawling Monday, Wednesday, and Friday at 6 A. M.; arrive at Poughkeepsie by 1 P. M.

1332—From Poughkeepsie, by Manchester Bridge and Freedom Plains, to Billings, ten miles and back, twice a week. Leave Poughkeepsie Wednesday and Saturday at 8 A. M.; arrive at Billings by 11 A. M. Leave Billings Tuesday and Saturday at 2 P. M.; arrive at Poughkeepsie by 5 P. M.

1333—From Verbank, by Mansfield, Chestnut Ridge, North Clove and Clove, to Crouse's Store, twelve miles and back, six times a week. Leave Verbank daily, except Sunday, at 12 M.; arrive at Crouse's Store by 3 P. M. Leave Crouse's Store daily, except Sunday, at 5 A. M.; arrive at Verbank by 8 A. M.

1334—From Pleasant Valley, by Washington Hollow, to Mill Brook, eight miles and back, six times a week. Leave Pleasant Valley daily, except Sunday, at 6 A. M.; arrive at Mill Brook by 8 A. M. Leave Mill Brook daily, except Sunday, at 12 M.; arrive at Pleasant Valley by 2 P. M.

1335—From Mill Brook, by Mabbettsville and Lithgow, to Amenia, ten miles and back, six times a week. Leave Mill Brook daily, except Sunday, at 2 P. M.; arrive at Amenia by 4:30 P. M. Leave Amenia daily, except Sunday, at 5 P. M.; arrive at Mill Brook by 7:30 P. M.

1336—From Amenia, by Leedsville and Amenia Union, to South Amenia, seven and one-half miles and back, six times a week. Leave Amenia daily, except Sunday, at 1 P. M.; arrive at South Amenia by 3 P. M. Leave South Amenia daily, except Sunday, at 10 A. M.; arrive at Amenia by 12 M.

1337—From Poughkeepsie, by Crumb Elbow, Pleasant Plains, Clinton Hollow, Schultzville and Bull's Head, to Milan, twenty-four miles and back, twice a week. Leave Poughkeepsie Tuesday and Saturday at 6 A. M.; arrive at Milan by 2:30 P. M. Leave Milan Monday and Friday at 6:30 A. M.; arrive at Poughkeepsie by 2:30 P. M.

1338—From Mill Brook, by Washington and Little Rest, to Dover Plains, ten miles and back, six times a week. Leave Mill Brook daily, except Sunday, at 12 M.; arrive at Dover Plains by 2 P. M. Leave Dover Plains daily, except Sunday, at 5:15 A. M.; arrive at Mill Brook by 7:15 A. M.

1339—From Rondout, by Kingston, Hurley, Marbletown, Stone Ridge, Keyserike, Accord, Kerhonkson, Wawarsing and Napanock, to Ellenville, thirty miles and back, six times a week, with six additional weekly trips between Napanock and Ellenville. Leave Rondout daily, except Sunday, at 6 A. M.; arrive at Ellenville by 2 P. M. Leave Ellenville daily, except Sunday, at 7 A. M.; arrive at Rondout by 3 P. M. The six additional trips between Napanock and Ellenville to be run satisfactory to the Postmaster at Napanock.

1340—From Delhi, by Bovina Valley, Andes, Clark's Factory and Margaretville, to Arkville, twenty-six miles and back, six times a week. Leave Delhi daily, except Sunday, at 6:30 A. M.; arrive at Arkville by 1 P. M. Leave Arkville daily, except Sunday, at 11:30 A. M.; arrive at Delhi by 4 P. M.

1341—From Griffin's Corners, by Dry Brook, Hardenburgh, Grant's Mills and Turnwood, to Shin Creek, twenty-three miles and back, once a week. Leave Griffin's Corners Friday at 1 P. M.; arrive at Shin Creek by 7 P. M. Leave Shin Creek Saturday at 7 A. M.; arrive at Griffin's Corners by 1 P. M.

1342—From Margaretville, by Lumberville, Union Grove, Shavertown and Pepacton, to Downsville, twenty-three miles and back, twice a week. Leave Margaretville Tuesday and Saturday at 8 A. M.; arrive at Downsville by 2 P. M. Leave Downsville Monday and Friday at 8 A. M.; arrive at Margaretville by 2 P. M.

1343—From Rondout, by Port Ewen and Ulster Park, to Esopus, seven miles and back, six times a week. Leave Rondout daily, except Sunday, at 2 P. M.; arrive at Esopus by 4 P. M. Leave Esopus daily, except Sunday, at 9 A. M.; arrive at Rondout by 11 A. M.

1344—From Kingston, by Wilbur, Fly Mountain, Creek Locks, Le Fever Falls and Rosendale, to Rifton Glen, fifteen and a half miles and back, six times a week. Leave Kingston daily, except Sunday, at 1 P. M.; arrive at Rifton Glen by 4 P. M. Leave Rifton Glen daily, except Sunday, at 7 A. M.; arrive at Kingston by 10 A. M.

1345—From Rhinebeck, by Rock City and Milan, to Lafayetteville, eleven miles and back, three times a week. Leave Rhinebeck Tuesday, Thursday and Saturday at 1 P. M.; arrive at Lafayetteville by 4 P. M. Leave Lafayetteville Tuesday, Thursday and Saturday at 7 A. M.; arrive at Rhinebeck by 10 A. M.

1346—From Saugerties to Glasco, four miles and back, six times a week. Leave Saugerties daily, except Sunday, at 1 P. M.; arrive at Glasco by 1:45 P. M. Leave Glasco daily, except Sunday, at 2:15 P. M.; arrive at Saugerties by 3 P. M.

1347—From Catskill, by Leeds, South Cairo, Cairo, Acra, South Durham, East Windham, Union Society, Windham Center, Ashland, Red Falls and Prattsville, to Moresville, forty-one miles and back, six times a week. Leave Catskill daily, except Sunday, at 7 A. M.; arrive at Moresville by 3 P. M. Leave Moresville daily, except Sunday, at 7 A. M.; arrive at Catskill by 3 P. M.

1348—From Moresville, by Stamford, Hobart, South Kortright and Bloomville, to Delhi, twenty-nine and a half miles and back, six times a week. Leave Moresville daily, except Sunday, at 7 A. M.; arrive at Delhi by 12 M. Leave Delhi daily, except Sunday, at 1 P. M.; arrive at Moresville by 6 P. M.

1349—From Catskill, by Palenville, Tannersville, Hunter, Jewett Centre and Lexington, to Prattsville, thirty-six miles and back, twice a week. Leave Catskill Tuesday and Saturday at 7 A. M.; arrive at Prattsville at 5 P. M. Leave Prattsville Monday and Friday at 7 A. M.; arrive at Catskill by 5 P. M.

1350—From Cairo, by Freehold, East Durham, Durham, Potter's Hollow, Manor Kill, Conesville, West Conesville and Gilboa, to South Gilboa, thirty-eight miles and back, three times a week. Leave Cairo Tuesday, Thursday and Saturday at 6 A. M.; arrive at South Gilboa by 3 P. M. Leave South Gilboa Monday, Wednesday and Friday at 7 A. M.; arrive at Cairo by 4 P. M.

1351—From Coxsackie, by Medway, Grapeville, Greenville, South Westerloo and Norton Hill, to Oak Hill, twenty-six miles and back, three times a week. Leave Coxsackie Tuesday, Thursday and Saturday at 10 A. M.; arrive at Oak Hill by 5 P. M. Leave Oak Hill Monday, Wednesday and Friday at 8 A. M.; arrive at Coxsackie by 3 P. M.

1352—From Niverville Depot, by Niverville and Valatie, to Kinderhook, four and a half miles and back, twelve times a week, in close connection with railroad mail trains.

1353—From Hudson, by Stottville, Stockport and Stuyvesant Falls, to Kinderhook, fifteen miles and back, six times a week. Leave Hudson daily, except Sunday, at 6:30 A. M.; arrive at Kinderhook by 9 A. M. Leave Kinderhook daily, except Sunday, at 1 P. M.; arrive at Hudson by 3:30 P. M.

1354—From Hudson, by Humphreyville, Livingston, and Blue Stores, to Clermont, fifteen miles and back, three times a week. Leave Hudson Tuesday, Thursday and Saturday at 11 A. M.; arrive at Clermont by 3 P. M. Leave Clermont Tuesday, Thursday and Saturday at 6 A. M.; arrive at Hudson by 10 A. M.

1355—From Hudson, by Glencoe Mills, West Taghkanick, Taghkanick and Churchtown, to Hudson, equal to thirteen miles and back, twice a week. Leave Hudson Tuesday and Saturday at 8 A. M.; arrive at Hudson by 4 P. M.

1356—From Copake Iron Works, by Copake, West Copake, Ancram Center, (n. o.,) Ancram Lead Mines and Ancram, to Gallatinville, seventeen and a half miles and back, six times a week. Leave Copake Iron Works daily, except Sunday, at 4 P. M.; arrive at Gallatinville by 8 P. M. Leave Gallatinville daily, except Sunday, at 7 A. M.; arrive at Copake Iron Works by 11 A. M.

1357—From Hillsdale, by North Egremont, (Mass.,) and South Egremont, to Great Barrington, thirteen miles and back, six times a week, with a branch from North Egremont to Alford, three miles, six times a week. Leave Hillsdale daily, except Sunday, at 3 P. M.; arrive at Great Barrington by 6 P. M. Leave Great Barrington daily, except Sunday, at 7 A. M.; arrive at Hillsdale by 10 A. M. Alford to be supplied in close connection with main route.

1358—From Coeyman's, by Coeyman's Hollow and Indian Fields, to Dormansville, twelve miles and back, three times a week. Leave Coeyman's Tuesday, Thursday and Saturday, at 4:30 P. M.; arrive at Dormansville by 7:30 P. M. Leave Dormansville Tuesday, Thursday and Saturday at 9 A. M.; arrive at Coeyman's by 12 M.

1359—From Chatham Village, by Spencertown and Austerlitz, to Green Haven, twelve miles and back, six times a week. Leave Chatham Village daily, except Sunday, at 4 P. M., or on arrival of New-York mail; arrive at Green River by 7 P. M. Leave Green River daily, except Sunday, at 8 A. M.; arrive at Chatham Village by 11 A. M.

1360—From West Sand Lake, by South Sand Lake North Nassau and Hoag's Corners, to East Nassau, thirteen and a half miles and back, three times a week. Leave West Sand Lake Tuesday, Thursday and Saturday at 8 A. M.; arrive at East Nassau by 12 M. Leave East Nassau Tuesday, Thursday and Saturday at 2 P. M.; arrive at West Sand Lake by P. M.

1361—From Albany, by East Greenbush and Schodack Centre, to Nassau, twelve miles and back, six times a week. Leave Albany daily, except Sunday, at 3 P. M.; arrive at Nassau by 6 P. M. Leave Nassau daily, except Sunday, at 9 A. M.; arrive at Albany by 12 M.

1362—From Albany, by Cedar Hills and Coeyman's, to New-Baltimore, fifteen miles and back, six times a week. Leave Albany daily, except Sunday, at 1 P. M.; arrive at New-Baltimore by 4 P. M. Leave New-Baltimore daily, except Sunday, at 7 A. M.; arrive at Albany by 10:30 A. M.

1363—From Albany, by Bethlehem Centre, Jerusalem, Union Church, Clarksville, Reidsville and Westerlo, to Rensselaerville, twenty-nine miles and back, three times a week. Leave Albany, Tuesday, Thursday and Saturday at 9 A. M.; arrive at Rensselaerville by 3 P. M. Leave Rensselaerville, Monday, Wednesday and Friday at 8 A. M.; arrive at Albany by 2 P. M.

1364—From Albany, by McKownville, Guilderland and Guilderland Centre, to Dunnsville, fifteen and one-half miles and back, six times a week to Guilderland Centre, and three times a week the residue. Leave Albany daily, except Sunday, at 4 P. M.; arrive at Guilderland Centre by 6:30 P. M. Leave Guilderland Centre daily, except Sunday, at 7 A. M.; arrive at Albany by 9:30 A. M. Leave Guilderland Centre, Tuesday, Thursday and Saturday at 7 P. M.; arrive at Dunnsville by 8 P. M. Leave Dunnsville Tuesday, Thursday and Saturday at 6 P. M.; arrive at Guilderland Centre by 7 P. M.

1365—From Schoharie, by Shutter's Corners, to Gallupville, six miles and back, six times a week. Leave Schoharie daily, except Sunday, at 1 P. M.; arrive at Gallupville by 2:30 P. M. Leave Gallupville daily, except Sunday, at 10 A. M.; arrive at Schoharie by 12 M.

1366—From Central Bridge, by Grovenor's Corners and Carlisle Centre, to Carlisle, seven miles and back, three times a week. Leave Central Bridge, Tuesday, Thursday and Saturday at 11 A. M.; arrive at Carlisle by 1 P. M. Leave Carlisle Tuesday, Thursday and Saturday at 8 A. M.; arrive at Central Bridge by 10 A. M.

1367—From Schenectady, by Scotia, East Glenville and Charlton, to West Charlton, fifteen miles and back, six times a week. Leave Schenectady daily, except Sunday, on arrival of New-York mail—say at 2:30 P. M.; arrive at West Charlton in four hours. Leave West Charlton daily, except Sunday, at 8 A. M.; arrive at Schenectady at 11:30 A. M.

1368—From South Ballston, by Burnt Hills, to Ballston Centre, five miles and back, six times a week to Burnt Hills, and three times a week the residue, in close connection with railroad mail-trains.

1369—From Troy, by Centre Brunswick, Haynerville, Raymertown and Pittstown, to Potter Hill, eighteen miles and back, three times a week. Leave Troy Tuesday, Thursday and Saturday at 3 P. M.; arrive at Potter Hill by 8 P. M. Leave Potter Hill Tuesday, Thursday and Saturday at 5 A. M.; arrive at Troy by 11 A. M.

1370—From Troy, by Eagle Mills, Cropseyville and Quackenkill, to Grafton, fourteen miles and back, three times a week. Leave Troy Monday, Wednesday and Saturday at 2 P. M.; arrive at Grafton by 6 P. M. Leave Grafton Monday, Wednesday and Saturday at 7 A. M.; arrive at Troy at 11 A. M.

1371—From Troy, by Poestenkill, to East Poestenkill, fourteen miles and back, twice a week. Leave Troy, Tuesday and Saturday at 8:30 A. M.; arrive at East Poestenkill by 12 M. Leave East Poestenkill Monday and Friday at 10 A. M.; arrive at Troy by 1 P. M.

1372—From Troy, by Wynant's Kill, West Sand Lake, Sand Lake and Alps, to West Stephentown, eighteen miles and back, six times a week. Leave Troy daily, except Sunday, at 3:30 P. M.; arrive at West Stephentown by 7 P. M. Leave West Stephentown daily, except Sunday, at 7 A. M.; arrive at Troy by 10:30 A. M.

1373—From Waterford, by Half Moon, Crescent and Clifton Park, to Jonesville, twelve miles and back, six times a week. Leave Waterford daily, except Sunday, at 3 P. M.; arrive at Jonesville by 6 P. M. Leave Jonesville daily, except Sunday, at 6:15 A. M.; arrive at Waterford by 9 A. M.

1374—From Mechanicsville, by Stillwater, Bemus Heights, Quaker Springs, Victory Mills, Schuylerville, Northumberland, Fort Miller and Moses Kill, to Fort Edward, twenty-nine miles and back, six times a week. Leave Mechanicsville daily, except Sunday, at 10 A. M.; arrive at Fort Edward by 5 P. M. Leave Fort Edward daily, except Sunday, at 5 A. M.; arrive at Mechanicsville by 12 M.

1375—From Schaghticoke Depot (n. o.,) by Hart's Falls, Crandell's Corners and Easton, to North Easton, ten miles and back, six times a week. Leave Schaghticoke Depot daily, except Sunday, at 9 A. M.; arrive at North Easton by 11:30 A. M. Leave at North Easton daily, except Sunday, at 2 P. M.; arrive at Schaghticoke Depot by 4:30 P. M.

1376—From Cambridge Station, by Cambridge, Coila, Greenwich, North Greenwich, South Argyle and Argyle, to Fort Edward, twenty-five miles and back, six times a week. Leave Cambridge Station daily, except Sunday, at 12:30 P. M.; arrive at Fort Edward by 6 P. M. Leave Fort Edward daily, except Sunday, at 9 A. M.; arrive at Cambridge Station by 3 P. M.

1377—From Covesville, by Quaker Springs and Dean's Corners, to Ketcham's Corners, nine miles and back, three times a week. Leave Covesville Tuesday, Thursday, and Saturday at 2 P. M.; arrive at Ketcham's Corners by 4:30 P. M. Leave Ketcham's Corners Tuesday, Thursday and Saturday at 10 A. M.; arrive at Covesville by 12:30 P. M.

1378—From Ballston, by West Milton, South Galway, Galway, North Galway, Providence, Hagedorn's Mills and West Providence, to Northampton, twenty miles and back, three times a week. Leave Ballston Tuesday, Thursday, and Saturday at 8 A. M.; arrive at Northampton by 1 P. M. Leave Northampton Monday, Wednesday and Friday at 10 A. M.; arrive at Ballston by 3 P. M.

1379—From Northampton, by Edinburgh, West Day, Day and Conklingville, to Hadley, twenty-five and a half miles and back, three times a week. Leave Northampton Tuesday, Thursday, and Saturday at 8 A. M.; arrive at Hadley by 3 P. M. Leave Hadley Monday, Wednesday and Friday at 8 A. M.; arrive at Northampton by 3 P. M.

1380—From Saratoga Springs, by Greenfield Center, North Greenfield, South Corinth, Corinth and Hadley, to Luzerne, twenty-one miles and back, six times a week. Leave Saratoga Springs daily, except Sunday, at 1:30 P. M.; arrive at Luzerne by 6:30 P. M. Leave Luzerne daily, except Sunday, at 7 A. M.; arrive at Saratoga Springs by 11:30 A. M.

1381—From Fort Edward, by Sandy Hill, Glen's Falls, French Mountain, Lake George, Warrensburg, Chestertown, Pottersville and South Schroon, to Schroon Lake, forty-seven miles and back, six times a week, with six additional week trips to Glen's Falls. Leave Fort Edward daily, except Sunday, at 10 A. M.; arrive at Schroon Lake by 10 P. M. Leave Schroon Lake daily, except Sunday, at 5 A. M.; arrive at Fort Edward by 5 P. M.; the six additional weekly trips between Fort Edward and Glen's Falls to be run in close connection with railroad mail-trains.

1382—From Smith's Basin, by Adamsville and South Hartford, eight and a half miles and back, six times a week. Leave Smith's Basin daily, except Sunday, at 10 A. M.; arrive at Hartford by 12 M. Leave Hartford daily, except Sunday, at 6 A. M.; arrive at Smith's Basin by 7:30 A. M.

1383—From Glen's Falls, by Queensbury, Patten's Mills and Griswold's Mills, to West Fort Ann, eleven miles and back, twice a week. Leave Glen's Falls Wednesday and Saturday at 1 P. M.; arrive at West Fort Ann by 4 P. M. Leave West Fort Ann Wednesday and Saturday at 9 A. M.; arrive at Glen's Falls by 12 M.

1384—From Warrensburg, by The Glen and Wevertown, to Johnsburg, fifteen miles and back, three times a week. Leave Warrensburg Monday, Wednesday and Friday at 4:30 P. M.; arrive at Jonsburg by 8 P. M. Leave Johnsburg Monday, Wednesday and Friday at 6 A. M.; arrive at Warrensburg by 9:30 A. M.

1385—From Warrensburg, by Athol, to Thurman, eleven miles and back, three times a week. Leave Warrensburg Tuesday, Thursday and Saturday at 4 P. M.; arrive at Thurman by 6:30 P. M. Leave Thurman Tuesday, Thursday and Saturday at 8 A. M.; arrive at Warrensburg by 10:30 A. M.

1386—From Wevertown, by North Creek and North River, to Indian Lake, twenty-one miles and back, twice a week. Leave Wevertown Tuesday and Friday at 7 P. M.; arrive at North River by 9:30 P. M. Leave North River Wednesday and Saturday at 7 A. M.; arrive at Indian Lake by 11 A. M. Leave Indian Lake Wednesday and Saturday at 1 P. M.; arrive at North River by 5 P. M. Leave North River Tuesday and Friday at 2 P. M.; arrive at Wevertown by 4:30 P. M.

1387—From Lake George to Bolton, ten miles and back, three times a week, from Oct. 1 to May 31 of each year. Leave Lake George Tuesday, Thursday and Saturday at 2 P. M.; arrive at Bolton by 4:30 P. M. Leave Bolton Tuesday, Thursday and Saturday at 5 P. M.; arrive at Lake George by 7:30 P. M.

1388—From Comstock's Landing, by West Granville Corners, North Granville and Middle Granville, to Middle Granville Depot, (n. o.,) nine miles and back, six times a week to North Granville, and twelve times a week the residue. Leave Comstock's Landing daily, except Sunday, at 10:15 A. M.; arrive at North Granville by 12 M. Leave North Granville daily, except Sunday, at 9 A. M.; arrive at Comstock's Landing by 10:40 A. M. Leave North Granville daily, except Sunday, at 12 M. and 2:40 P. M.; arrive at Middle Granville Depot by 1 P. M. and 3:40 P. M. Leave Middle Granville Depot daily, except Sunday, at 1:05 P. M. and 3:45 P. M.; arrive at North Granville by 2:10 P. M. and 4:45 P. M.

1389—From Whitehall, (N. Y.,) by Benson Landing, (Vt.,) Chipman's Point, Ticonderoga, (N. Y.,) Crown Point, Port Henry, Westport, Essex, Burlington, (Vt.,) Port Kent, (N. Y.,) and Plattsburg, to Rouse's Point, one hundred and twenty miles and back, eleven times a week, in steamboats during season of navigation on Lake Champlain, with privilege of omitting five night trips when only a single daily line is run.

1390—From Port Henry, by Westport, Wadham's Mills, Whallonburg, Essex and Willsborough, to Keeseville, thirty-nine miles and back, six times a week during suspension of navigation on Lake Champlain. Leave Port Henry daily, except Sunday, at 8 A. M.; arrive at Keeseville by 6:30 P. M. Leave Keeseville daily, except Sunday, at 7:30 A. M.; arrive at Port Henry by 6 P. M.

1391—From Whallonsburg, by Wadham's Mills, to Westport, eight miles and back, six times a week, during season of navigation on Lake Champlain. The mails to be carried in close connection with steamboat mails on the lake.

1392—From Schroon Lake, by Schroon River, North Hudson and New-Russia, to Elizabethtown, thirty-one and a half miles and back, three times a week. Leave Schroon Lake Monday, Wednesday and Friday at 10 A. M.; arrive at Elizabethtown by 6 P. M. Leave Elizabethtown Tuesday, Thursday and Saturday at 8 A. M.; arrive at Schroon Lake by 4 P. M.

1393—From Long Lake, by Newcomb and Aiden Lair, to Minerva, thirty-five miles and back, once a week. Leave Long Lake Tuesday at 7 A. M.; arrive at Minerva by 7 P. M. Leave Minerva Wednesday at 7 A. M.; arrive at Long Lake by 7 P. M.

1394—From Pottersville, by Olmstedville, to Minerva, nine miles and back, three times a week. Leave Pottersville Tuesday, Thursday and Saturday at 6:30 P. M.; arrive at Minerva by 8:30 P. M. Leave Minerva Tuesday, Thursday and Saturday at 3 P. M.; arrive at Pottersville by 5 P. M.

1395—From Elizabethtown to Westport, nine miles and back, six times a week. Leave Elizabethtown daily, except Sunday, at 7 P. M.; arrive at Westport by 9 P. M. Leave Westport daily, except Sunday, at 3 P. M., or on arrival of steam-boat mail; arrive at Elizabethtown in two hours.

1396—From Essex to Charlotte Depot, five miles and back, six times a week during suspension of navigation on Lake Champlain. Leave Essex daily, except Sunday, at 7 A. M.; return to Essex by 11 A. M.

1397—From Elizabethtown, by Keene and North Elba, to Saranac Lake, thirty-four miles and back, once a week, with one additional weekly trip from June 1 to Sept. 30 of each year. Leave Elizabethtown Monday at 6 A. M.; arrive at Saranac Lake by 5 P. M. Leave Saranac Lake Tuesday at 6 A. M.; arrive at Elizabethtown by 5 P. M.

1398—From Elizabethtown, by Lewis, to Keeseville, twenty-two miles and back, six times a week to Lewis and three times a week the residue. Leave Elizabethtown Tuesday, Thursday and Saturday at 1 P. M., and on Monday, Wednesday, and Friday at 5 P. M., or on arrival of mail from Westport; arrive at Lewis in one hour, and at Keeseville, Tuesday, Thursday, and Saturday by 7 P. M. Leave Keeseville Monday, Wednesday, and Friday at 5 A. M.; arrive at Lewis by 10 A. M. Leave Lewis daily, except Sunday, at 10 A. M.; arrive at Elizabethtown by 11 A. M.

1399—From Keeseville to Port Kent, five miles and back, six times a week, with extension to Burlington, Vt., ten miles, during suspension of navigation on Lake Champlain.

Schedule during season of navigation.—Leave Keeseville daily, except Sunday, at 8 A. M.; arrive at Port Kent by 9 A. M. Leave Port Kent daily, except Sunday, at 6 P. M.; arrive at Keeseville by 7 P. M.

Schedule during suspension of navigation.—Leave Keeseville daily, except Sunday, at 8 A. M.; arrive at Burlington by 11 A. M. Leave Burlington daily, except Sunday, at 2 P. M.; arrive at Keeseville by 5 P. M.

1400—From Keeseville, by Clintonville, to Ausable Forks, twelve miles and back, six times a week. Leave Keeseville daily, except Sunday, on arrival of mail from the south—say at 6 P. M.; arrive at Ausable Forks in two and a half hours. Leave Ausable Forks daily, except Sunday, at 10 A. M.; arrive at Keeseville by 1 P. M.

1401—From Ausable Forks, by Jay, Upper Jay, and Keene to Keene Flats, twenty-one and a half miles and back, twice a week. Leave Ausable Forks, Tuesday and Saturday at 1 P. M.; arrive at Keene Flats by 8 P. M. Leave Keene Flats, Monday and Friday at 4 P. M.; arrive at Ausable Forks by 12 M. next day.

1402—From Ausable Forks, by Black Brook, Franklin Falls and Bloomingdale, to Saranac Lake, thirty-two miles and back, six times a week, from May 1 to Oct. 31, and twice a week the residue of the year.

Schedule from May 1 to Oct. 31.—Leave Ausable Forks daily, except Sunday, at 9:30 A. M.; arrive at Saranac Lake by 7:30 P. M. Leave Saranac Lake daily, except Sunday, at 7:30 A. M. Arrive at Ausable Forks by 3:30 P. M.

Schedule from Nov. 1 to April 30.—Leave Ausable Forks Tuesday and Friday at 6 A. M.; arrive at Saranac Lake by 4 P. M. Leave Saranac Lake Wednesday and Saturday at 6 A. M.; arrive at Ausable Forks by 4 P. M. Proposals for six-times-a-week service the year round are invited.

1403—From Black Brook, by Union Falls, Alder Brook, Merrillsville and Duane, to Malone, forty-eight miles and back, once a week. Leave Black Brook Thursday at 12 M.; arrive at Malone next day by 4 P. M. Leave Malone Tuesday at 7 A. M.; arrive at Black Brook next day by 12 M.

1404—From Plattsburg, by West Plattsburg, Cadysville, Dannemora and Saranac, to Redford, twenty-six miles and back, six times a week. Leave Plattsburg daily, except Sunday, at 2 P. M.; arrive at Redford by 7 P. M. Leave Redford daily, except Sunday, at 7 A. M.; arrive at Plattsburg by 11 A. M.

1405—From Peru to Keeseville, six miles and back, six times a week. Leave Peru daily, except Sunday, at 1 P. M.; arrive at Keeseville by 2:30 P. M. Leave Keeseville daily, except Sunday, at 4 P. M.; arrive at Peru by 5:40 P. M.

1406—From Ellenburg Depot, by Ellenburg, to Ellenburgh Center, six miles and back, six times a week. Leave Ellenburg Depot daily, except Sunday, at 9 A. M.; arrive at Ellenburg Center by 10:30 A. M. Leave Ellenburg Center daily, except Sunday, at 7 A. M.; arrive at Ellenburg Depot by 8:30 A. M.

1407—From Churubusco to Frontier, five miles and back, three times a week. Leave Churubusco Tuesday, Thursday and Saturday, at 4:35 P. M.; arrive at Frontier by 5:20 P. M. Leave Frontier Tuesday, Thursday and Saturday, at 2:50 P. M.; arrive at Churubusco by 4 P. M.

1408—From Malone, by East Constable, Westville Centre and West Constable, to Fort Covington, eighteen miles and back, six times a week, with privilege of supplying East Constable by side service in close connection with the main route. Leave Malone daily, except Sunday, at 4 P. M., or on arrival of cars; arrive at Fort Covington in four hours. Leave Fort Covington daily, except Sunday, at 6 A. M.; arrive at Malone by 10 A. M.

1409—From North Bangor, by Bangor and West Bangor, to East Dickinson, eight miles and back, six times a week. Leave North Bangor daily, except Sunday, at 11 A. M.; arrive at East Dickinson by 2 P. M. Leave East Dickinson daily, except Sunday, at 7 A. M.; arrive at North Bangor by 10 A. M.

1410—From Moira, by McClelland, Dickinson and East Dickinson, to Linkinson thirteen and a half miles and back, six times a week. Leave Moira daily, except Sunday, at 3:15 P. M.; arrive at Linkinson by 6:15 P. M. Leave Linkinson daily, except Sunday, at 7 A. M.; arrive at Moira by 10 A. M.

1411—From Moira, by South Bombay, to Bombay, nine and a half miles and back, six times a week. Leave Moira daily, except Sunday, at 3:30 P. M.; arrive at Bombay by 5:30 P. M. Leave Bombay daily, except Sunday, at 7:30 A. M.; arrive at Moira by 9:30 A. M.

1412—From North Lawrence, by Lawrenceville and Nicholville, to Hopkinton, eleven miles and back, six times a week. Leave North Lawrence daily, except Sunday, at 12:30 P. M.; arrive at Hopkinton by 3 P. M. Leave Hopkinton daily, except Sunday, at 5:30 P. M.; arrive at North Lawrence by 8 A. M.

1413—From Stockholm Depot, by Brasher Falls, Brasher Iron Works and Helena, to Hogansburg, fifteen and a half miles and back, six times a week. Leave Stockholm Depot daily, except Sunday, at 12 M.; arrive at Hogansburg by 3:30 P. M. Leave Hogansburg daily, except Sunday, at 7 A. M.; arrive at Stockholm Depot by 10:30 A. M.

1414—From Potsdam, by Parishville Centre and Southville, to Parishville, thirteen miles and back, six times a week. Leave Potsdam daily, except Sunday, at 4:30 P. M.; arrive at Parishville by 7:15 P. M. Leave Parishville daily, except Sunday, at 6:45 A. M.; arrive at Potsdam by 9:45 A. M.

1415—From Potsdam, by Ellsworth and Colton, to South Colton, fifteen miles and back, six times a week. Leave Potsdam daily, except Sunday, at 2 P. M.; arrive at South Colton by 5:30 P. M. Leave South Colton daily, except Sunday, at 6:30 A. M.; arrive at Potsdam by 10 A. M.

1416—From Potsdam Junction, by Norfolk, Raymondville and Massena Springs, to Massena, fifteen miles and back, six times a week. Leave Potsdam Junction daily, except Sunday, at 3 P. M.; arrive at Massena by 6 P. M. Leave Massena daily, except Sunday, at 9 A. M.; arrive at Potsdam Junction by 12 M.

1417—From Madrid Springs, by Madrid, to Waddington, ten miles and back, six times a week. Leave Madrid Springs daily, except Sunday, at 2 P. M.; arrive at Waddington by 4 P. M. Leave Waddington daily, except Sunday, at 9 A. M.; arrive at Madrid Springs by 11 A. M.

1418—From Canton, by Morely, to Madrid Springs, eleven miles and back, six times a week. Leave Canton daily, except Sunday, at 8:30 A. M.; arrive at Madrid Springs by 11 A. M. Leave Madrid Springs daily, except Sunday, at 2 P. M.; arrive at Canton by 4:30 P. M.

1419—From Canton, by Crary's Mills and Pierpont, to Colton, thirteen miles and back, six times a week. Leave Canton daily, except Sunday, at 2:30 P. M.; arrive at Colton by 5:30 P. M. Leave Colton daily, except Sunday, at 8 A. M.; arrive at Canton by 11 A. M.

1420—From East De Kalb, by Hermon, to Russell, ten miles and back, six times a week. Leave East De Kalb daily, except Sunday, at 3 P. M.; arrive at Russell by 5:30 P. M. Leave Russell daily, except Sunday, at 11 A. M.; arrive at East De Kalb by 1:30 P. M.

1421—From Gouverneur, by Hailesborough, Fowler, Fullerville, Iron-works and Edwards, to South Edwards, twenty miles and back, three times a week. Leave Gouverneur Tuesday, Thursday and Saturday at 7 A. M.; arrive at South Edwards by 12 M. Leave South Edwards Monday, Wednesday and Friday at 7 A. M.; arrive at Gouverneur by 12 M.

1422—From Heuvelton, by De Peyster, Edenton and Pope's Mills, to Macomb, twenty-one miles and back, once a week. Leave Heuvelton Saturday at 2 P. M.; arrive at Macomb at 8 P. M. Leave Macomb Saturday at 6 A. M.; arrive at Heuvelton by 12 M.

1423—From Evans' Mills, by Theresa, Redwood, and Plessis, to Alexandria, twenty-seven miles and back, six times a week. Leave Evans' Mills daily, except Sunday, at 7 A. M.; arrive at Alexandria by 11 A. M. Leave Alexandria daily, except Sunday, at 1 P. M.; arrive at Evans' Mills by 6 P. M.

1424—From Antwerp, by Somerville, Wegatchie, Oxbow, Rossie, Hammond, Brier Hill and Morristown, to Ogdensburg, forty-six miles and back, three times a week. Leave Antwerp Tuesday, Thursday and Saturday, at 1:30 P. M., or on arrival of Watertown mail; arrive at Ogdensburg by 10 P. M. Leave Ogdensburg Monday, Wednesday, and Friday, at 8 A. M.; arrive at Antwerp by 5 P. M.

1425—From Carthage, by Natural Bridge, Diana, Harrisville and Pitcairn, to East Pitcairn, twenty-nine miles and back, six times a week to Harrisville, and once a week the residue. Leave Carthage daily, except Sunday, at 8 A. M.; arrive at Harrisville by 1 P. M. Leave Harrisville daily, except Sunday, at 8 A. M.; arrive at Carthage by 1 P. M. Leave Harrisville Wednesday at 1:30 P. M.; arrive at East Pitcairn by 3:30 P. M. Leave East Pitcairn Wednesday at 4 P. M.; arrive at Harrisville by 6 P. M.

1426—From Carthage, by Wilna and North Wilna, to Antwerp, seventeen miles and back, six times a week. Leave Carthage daily, except Sunday, at 6 A. M.; arrive at Antwerp by 3 P. M. Leave Antwerp daily, except Sunday, at 10 A. M.; arrive at Carthage by 7 P. M.

1427—From Three Mile Bay, to Point Peninsula, twelve miles and back, once a week. Leave Three Mile Bay Saturday at 3 P. M.; arrive at Point Peninsula by 6 P. M. Leave Point Peninsula Saturday at 10 A. M.; arrive at Three Mile Bay by 1 P. M.

1428—From Watertown, by Brownville, Perch River, Stone Mills, Lafargeville and Omar, to Alexandria, thirty miles and back, six times a week. Leave Watertown daily, except Sunday, at 8:30 A. M.; arrive at Alexandria by 4 P. M. Leave Alexandria daily, except Sunday, at 7 A. M.; arrive at Watertown by 3:30 P. M.

1429—From Chaumont, by Depauville and Clayton Centre, to Clayton, thirteen miles and back, six times a week. Leave Chaumont daily, except Sunday, at 3 P. M.; arrive at Clayton by 6 P. M. Leave Clayton daily, except Sunday, at 6 A. M.; arrive at Chaumont by 9 A. M.

1430—From Watertown, to Stowell's Corners, six miles and back, once a week. Leave Watertown Saturday at 1:30 P. M.; arrive at Stowell's Corners by 3 P. M. Leave Stowell's Corners Saturday at 4 P. M.; arrive at Watertown by 6 P. M.

1431—From Watertown, by East Watertown, Rutland, South Rutland, South Champion and Copenhagen, to Carthage, twenty-four miles and back, six times a week, with a branch from Copenhagen to Pinckney, three miles and back, twice a week, in close connection with main route. Leave Watertown daily, except Sunday, at 8 A. M.; arrive at Copenhagen by 12 M. Leave Copenhagen daily, except Sunday, at 1 P. M.; arrive at Watertown by 5 P. M. Leave Copenhagen daily, except Sunday, at 6 A. M.; arrive at Carthage at 7:30 A. M. Leave Carthage daily, except Sunday, at 11:30 A. M.; arrive at Copenhagen by 1 P. M.

1432—From Harrisburg, by Lowville, to West Martinsburg, ten miles and back, twice a week. Leave Harrisburg Tuesday and Saturday at 10 A. M.; arrive at West Martinsburg by 1 P. M. Leave West Martinsburg Tuesday and Saturday at 3 P. M.; arrive at Harrisburg by 6 P. M.

1433—From Watertown, by East Houndsfield and Sackett's Harbor, to Smithville, fifteen and a half miles and back, six times a week. Leave Watertown daily, except Sunday, at 4 P. M.; arrive at Smithville by 7:30 P. M. Leave Smithville daily, except Sunday, at 7 A. M.; arrive at Watertown by 10:30 A. M.

1434—From Sackett's Harbor to Pillar Point, one and a half miles and back, twice a week. Leave Sackett's Harbor Tuesday and Saturday at 5:30 P. M.; arrive at Pillar Point by 6 P. M. Leave Pillar Point Tuesday and Saturday at 9:30 A. M.; arrive at Sackett's Harbor by 10 A. M.

1435—From Pierrepont Manor, by Ellisburg and Woodville, to Rural Hill, ten miles and back, six times a week. Leave Pierrepont Manor daily, except Sunday, at 12:30 P. M.; arrive at Rural Hill by 2 P. M. Leave Rural Hill daily, except Sunday, at 8 A. M.; arrive at Pierrepont Manor by 9:30 A. M.

1436—From Adams to Rodman, five and a half miles and back, six times a week. Leave Adams daily, except Sunday, at 1 P. M.; arrive at Rodman by 2:30 P. M. Leave Rodman daily, except Sunday, at 10 A. M.; arrive at Adams by 11:30 A. M.

1437—From Adams, by Caulkin's Mills and Lorraine, to Worthville, ten miles and back, six times a week. Leave Adams daily, except Sunday, at 3:30 P. M.; arrive at Worthville by 6 P. M. Leave Worthville daily, except Sunday, at 7 A. M.; arrive at Adams by 10 A. M.

1438—From Lowville, by New-Bremen, Beaver Falls and Croghan, to Indian River, seventeen miles and back, six times a week to Croghan, and once a week the residue. Leave Lowville daily, except Sunday, at 11 A. M.; arrive at Croghan by 1:30 P. M. Leave Croghan daily, except Sunday, at 7:30 A. M.; arrive at Lowville by 10 A. M. Leave Croghan Thursday at 2 P. M.; arrive at Indian River by 4 P. M. Leave Indian River Thursday at 5 P. M.; arrive at Croghan by 7 P. M.

1439—From Lyon's Falls to Lyonsdale, four miles and back, three times a week. Leave Lyon's Falls Monday, Wednesday and Friday at 8 P. M.; arrive at Lyonsdale by 9 P. M. Leave Lyonsdale Monday, Wednesday and Friday at 6 P. M.; arrive at Lyon's Falls by 7 P. M.

1440—From Booneville, by Leyden and Locust Grove, to Constableville, ten miles and back, six times a week, with the privilege of supplying Locust Grove from Port Leyden, if preferred. Leave Booneville daily, except Sunday, at 7:40 P. M.; arrive at Constableville by 9:30 P. M. Leave Constableville daily, except Sunday, at 5 A. M.; arrive at Booneville, by 7 A. M.

1441—From Rome, by Delta, Stokes, West Branch, Ava and West Leyden, to Mohawk Hill, twenty-two miles and back, six times a week to West Leyden, and three times a week the residue. Leave Rome daily, except Sunday, at 3:30 P. M.; arrive at West Leyden by 7:30 P. M. Leave West Leyden daily, except Sunday, at 8 A. M.; arrive at Rome by 11 A. M. Leave West Leyden Tuesday, Thursday and Saturday at 7:30 P. M.; arrive at Mohawk Hill by 8:30 P. M. Leave Mohawk Hill Monday, Wednesday and Friday at 6 A. M.; arrive at West Leyden by 7:30 A. M.

1442—From Russia, by Gravesville and Trenton Falls, to Trenton Depot, eight miles and back, six times a week. Leave Russia daily, except Sunday, at 7 A. M.; arrive at Trenton Depot by 9 A. M. Leave Trenton Depot daily, except Sunday, at 5 P. M.; arrive at Russia by 7 P. M.

1443—From Prospect, by Gang Mills, Grant and Ohio, to Morehouseville, twenty-eight miles and back, three times a week to Ohio, and once a week the residue. Leave Prospect Monday and Wednesday at 12 M., and Friday at 6 P. M.; arrive at Ohio in two hours. Leave Ohio Monday and Wednesday at 8 A. M., and Friday at 2 P. M.; arrive at Prospect in three hours. Leave Ohio Saturday at 2 P. M.; arrive at Morehouseville by 5 P. M. Leave Morehouseville Saturday at 8 A. M.; arrive at Ohio by 11 A. M.

1444—From Sageville, by Newton's Corners, Gilman, Wells, Hope Centre and Hope Falls, to Northville, twenty-eight and a half miles and back, once a week. Leave Sageville Thursday at 6 A. M.; arrive at Northville by 2 P. M. Leave Northville Wednesday at 9 A. M.; arrive at Sageville by 5 P. M.

1445—From Middleburg, by Franklinton, Livingstonville, Preston Hollow, Cooksburg and Durham, to Oak Hill, nineteen miles and back, three times a week. Leave Middleburg Tuesday, Thursday and Saturday at 12 M.; arrive at Oak Hill by 5 P. M. Leave Oak Hill Monday, Wednesday and Friday at 8 A. M.; arrive at Middleburg by 1 P. M.

1446—From Seward, by South Valley, to Pleasant Brook, nine miles and back, twice a week. Leave Seward Tuesday and Friday at 1 P. M.; arrive at Pleasant Brook by 4 P. M. Leave Pleasant Brook Tuesday and Friday at 8 A. M.; arrive at Seward by 11 A. M.

1447—From East Worcester, by Charlottesville, to South Worcester, eleven miles and back, six times a week. Leave East Worcester daily, except Sunday, at 12 M.; arrive at South Worcester by 3 P. M. Leave South Worcester daily, except Sunday, at 7 A. M.; arrive at East Worcester by 10 A. M.

1448—From Amsterdam, by Perth, Vail's Mills, Broadalbin, North Broadalbin, Union Mills, Northampton, and Osborn's Bridge, to Northville, twenty-five miles and back, six times a week, with privilege of omitting Union Mills from the main route, and furnishing three times a week side mails. Leave Amsterdam daily, except Sunday, at 11 A. M.; arrive at Northville by 5 P. M. Leave Northville daily, except Sunday, at 6 A. M.; arrive at Amsterdam by 12 M. Proposals for six additional weekly trips to Broadalbin are invited.

1449—From Amsterdam, by Hagaman's Mills, West Galway, Galway and Mosherville, to Barkersville, seventeen miles and back, six times a week to Galway, and three times a week the residue. Leave Amsterdam daily, except Sunday, at 1 P. M.; arrive at Galway by 4 P. M. Leave Galway Tuesday, Thursday and Saturday, at 4:30 P. M.; arrive at Barkersville by 6 P. M. Leave Barkersville Tuesday, Thursday, and Saturday at 6:15 P. M.; arrive at Galway by 7:15 P. M. Leave Galway daily, except Sunday, at 8 A. M.; arrive at Amsterdam by 11 A. M.

1450—From Amsterdam, by Port Jackson, Minaville, Scotch Bush and Braman's Corners, to Burtonsville, fourteen miles and back, three times a week. Leave Amsterdam Tuesday, Thursday, and Saturday at 1:30 P. M.; arrive at Burtonsville by 4:30 P. M. Leave Burtonsville Tuesday, Thursday and Saturday at 8 A. M.; arrive at Amsterdam by 12 M.

1451—From Gloversville, by Kingsborough, Mayfield and Cranberry Creek, to Northville, eighteen miles and back, twelve times a week to Kingsborough, and six times a week the residue. Leave Gloversville daily, except Sunday, at 1 P. M.; arrive at Northville by 6 P. M. Leave Northville daily, except Sunday, at 6:30 A. M.; arrive at Gloversville by 11:30 A. M. The six additional weekly trips between Gloversville and Kingsborough to be run in close connection with railroad mails.

1452—From Fultonville, by Auriesville and Glen, to Charleston, ten miles and back, three times a week. Leave Fultonville Tuesday, Thursday and Saturday at 11 A. M.; arrive at Charleston by 1 P. M. Leave Charleston Tuesday, Thursday and Saturday at 2 P. M.; arrive at Fultonville by 4 P. M.

1453—From Johnstown, by Rockwood, Garoga and Lasselville, to Oppenheim, nineteen miles and back, three times a week. Leave Johnstown Tuesday, Thursday and Saturday at 1:30 P. M.; arrive at Oppenheim by 5 P. M. Leave Oppenheim Tuesday, Thursday and Saturday at 6:30 A. M.; arrive at Johnstown by 10:30 A. M.

1454—From Spraker's Basin, by Rural Grove, Charleston, Four Corners and Sloansville, to Central Bridge, sixteen and a half miles and back, three times a week. Leave Spraker's Basin Tuesday, Thursday and Saturday at 2 P. M.; arrive at Central Bridge by 7 P. M. Leave Central Bridge Monday, Wednesday and Friday at 8 A. M.; arrive at Spraker's Basin by 2 P. M.

1455—From Canajoharie, by Flat Creek and Argosville, to Sharon, thirteen and a half miles and back, twice a week. Leave Canajoharie, Wednesday and Saturday at 12 M.; arrive at Sharon by 3 P. M. Leave Sharon Wednesday and Saturday at 3:15 P. M.; arrive at Canajoharie by 6:15 P. M.

1456—From Canajoharie, by Marshville, Ames and Sharon Springs, to Sharon Center, twelve miles and back, three times a week. Leave Canajoharie Tuesday, Thursday and Saturday at 12 M.; arrive at Sharon Center, by 3 P. M. Leave Sharon Center Tuesday, Thursday and Saturday at 8 A. M.; arrive at Canajoharie by 11 A. M. Proposals for six-times-a-week service is invited.

1457—From Fort Plain, by Hallsville, Starkville, Van Hornesville and Springfield Center, to Cooperstown, twenty-seven miles and back, six times a week. Leave Fort Plain daily, except Sunday, at 12:30 P. M.; arrive at Cooperstown by 6:30 P. M. Leave Cooperstown daily, except Sunday, at 6 A. M.; arrive at Fort Plain by 12 M.

1458—From Fort Plain, by Frey's Bush, Sprout Brook, Buel, Cherry Valley, East Springfield and Middlefield Centre, to Cooperstown, thirty-three miles and back, six times a week, with privilege of omitting East Springfield on the going, and Middlefield Center on the return trips, and supplying Buel by side service. Leave Fort Plain daily, except Sunday, at 6:30 P. M.; arrive at Cherry Valley by 4 P. M.; leave Cherry Valley daily, except Sunday, at 8 A. M.; arrive at Cooperstown by 10 A. M.; leave Cooperstown daily, except Sunday, at 3 P. M.; arrive at Cherry Valley by 6 P. M.; leave Cherry Valley daily, except Sunday, at 9 A. M.; arrive at Fort Plain by 12 M.

1459—From Cooperstown, by Hartwick, South Hartwick, Mount Vision, Laurens and West Oneonta, to Oneonta, twenty-seven miles and back, six times a week. Leave Cooperstown daily, except Sunday, at 6 A. M.; arrive at Oneonta by 12 M. Leave Oneonta daily, except Sunday, at 1 P. M.; arrive at Cooperstown by 7 P. M.

1460—From Cooperstown, by Toddsville, Fly Creek, Oaksville, Burlington, West Burlington, Edmeston, and Pittsfield, to New-Berlin, twenty-six miles and back, three times a week. Leave Cooperstown Tuesday, Thursday and Saturday at 8 A. M.; arrive at New-Berlin by 3 P. M. Leave New-Berlin Monday, Wednesday and Friday at 8 A. M.; arrive at Cooperstown by 3 P. M.

1461—From Cooperstown, by Middlefield, Westford and Elk Creek, to Schenevus, eighteen miles and back, three times a week. Leave Cooperstown Monday, Wednesday and Friday, at 10:30 A. M.; arrive at Schenevus by 2:30 P. M. Leave Schenevus Tuesday, Thursday and Saturday, at 11:30 A. M.; arrive at Cooperstown by 3:30 P. M.

1462—From Saint Johnsville, by Crum Creek and Oppenheim, to Lotville, twelve miles and back, three times a week. Leave Saint Johnsville Tuesday, Thursday and Saturday, at 2 P. M.; arrive at Lotville by 5 P. M. Leave Lotville Tuesday, Thursday and Saturday, at 7 A. M.; arrive at Saint Johnsville by 10 A. M.

1463—From Little Falls, by Salisbury, Salisbury Centre and Emmonsburg, to Stratford, seventeen miles and back, six times a week. Leave Little Falls daily, except Sunday, at 2 P. M.; arrive at Stratford by 6:30 P. M. Leave Stratford daily, except Sunday, at 7 A. M.; arrive at Little Falls by 12 M.

1464—From Little Falls, by Danube, to Newville, nine miles and back, once a week. Leave Little Falls Friday at 1 P. M.; arrive at Newville by 3 P. M. Leave Newville Friday at 10 A. M.; arrive at Little Falls by 12 M.

1465—From Little Falls, by Paine's Hollow, Jordanville and Cullen, to Richfield Springs, nineteen miles and back, three times a week. Leave Little Falls Tuesday, Thursday and Saturday at 3 P. M., and in Winter at 3:15 P. M.; arrive at Richfield Springs in four hours. Leave Richfield Springs Tuesday, Thursday and Saturday at 7 A. M.; arrive at Little Falls by 11 A. M.

1466—From Little Falls, by Eatonville, to Fairfield, twelve miles and back, six times a week. Leave Little Falls daily, except Sunday, at 2 P. M.; arrive at Fairfield by 4 P. M. Leave Fairfield daily, except Sunday, at 9 A. M.; arrive at Little Falls by 11 A. M.

1467—From Herkimer, by Middleville, Newport and Poland, to Coldbrook, eighteen miles and back, six times a week. Leave Herkimer daily, except Sunday, at 2 P. M.; arrive at Coldbrook by 6:30 P. M. Leave Coldbrook daily, except Sunday, at 6:30 A. M.; arrive at Herkimer by 10:30 A. M.

1468—From Herkimer, by Mohawk, Denison, South Columbia, Richfield Springs, Schuyler's Lake, Oaksville and Fly Creek, to Cooperstown, twenty-seven miles and back, three times a week. Leave Herkimer Monday, Wednesday and Friday at 12:15 P. M.; arrive at Richfield Springs by 4 P. M. Leave Richfield Springs Monday, Wednesday and Friday at 7:15 A. M.; arrive at Herkimer by 11 A. M. Leave Richfield Springs Monday, Wednesday and Friday at 1:30 P. M.; arrive at Cooperstown by 4:45 P. M. Leave Cooperstown Tuesday, Thursday and Saturday at 8:30 A. M.; arrive at Richfield Springs by 11:30 A. M.

1469—From Cassville to Babcock Hill, two and one-half miles and back, six times a week, in close connection with railroad mail-trains.

1470—From West Exeter, by Exeter, to Schuyler's Lake, six and one-half miles and back, three times a week. Leave West Exeter Tuesday, Thursday and Saturday, on arrival of mail from Utica—say at 6 P. M.; arrive at Schuyler's Lake by 8 P. M. Leave Schuyler's Lake Tuesday, Thursday and Saturday at 12 M.; arrive at West Exeter by 2 P. M.

1471—From Utica, by Frankfort Hill, Litchfield, North Litchfield, Cedar Lake and North Winfield, to West Winfield, twenty-five and one-half miles and back, three times a week. Leave Utica Tuesday, Thursday and Saturday at 7 A. M.; arrive at West Winfield by 12 M. Leave West Winfield Monday, Wednesday and Friday at 2:30 P. M.; arrive at Utica by 5:30 P. M.

1472—From West Winfield, by Spooner's Corners, West Exeter, Burlington Flats, West Burlington, Garrattsville and New-Lisbon, to Morris, twenty-nine miles and back, six times a week. Leave West Winfield daily, except Sunday, at 3 P. M.; arrive at Morris by 10 P. M. Leave Morris daily, except Sunday, at 7 A. M.; arrive at West Winfield by 1:30 P. M.

1473—From Unadilla Forks Depot, (N. O.,) by Unadilla Forks, Leonardsville, West Edmeston, South Edmeston and New-Berlin, to Morris, twenty-six miles and back, six times a week. Leave Unadilla Forks Depot daily, except Sunday, at 9 A. M.; arrive at Morris by 3 P. M. Leave Morris daily, except Sunday, at 6 A. M.; arrive at Unadilla Forks Depot by 12 M.

1474—From Randallsville, by Lebanon, Georgetown, Otselic, South Otselic and North Pitcher, to Pitcher, twenty-seven miles and back, three times a week. Leave Randallsville Tuesday, Thursday and Saturday at 9 A. M.; arrive at Pitcher by 3 P. M. Leave Pitcher Monday, Wednesday and Friday at 6 A. M.; arrive at Randallsville by 12 M.

1475—From Georgetown, by West Eaton and Eaton, to Eaton Station, (N. O.,) eleven and one-half miles and back, six times a week, with six additional weekly trips between Eaton and Eaton Station. Leave Georgetown daily, except Sunday, at 5:30 A. M.; arrive at Eaton Station by 8:30 A. M. Leave Eaton Station daily, except Sunday, at 1 P. M., or on arrival of cars; arrive at Georgetown in three hours. The six additional weekly trips between Eaton and Eaton Station to be run in close connection with railroad mail-trains.

1476—From Rome, by Ridge Mills and Westernville, to North-western, twelve miles and back, six times a week. Leave Rome daily, except Sunday, at 4 P. M.; arrive at North-western by 7 P. M. Leave North-western daily, except Sunday, at 7 A. M.; arrive at Rome by 10 A. M.

1477—From Camden, by East Florence and Florence, to Redfield, nineteen and three-quarter miles and back, six times a week. Leave Camden daily, except Sunday at 3 P. M.; arrive at Redfield by 7 P. M. Leave Redfield daily, except Sunday, at 6 A. M.; arrive at Camden by 10 A. M.

1478—From Williamstown, by Amboy Centre, to West Amboy, eight miles and back, three times a week. Leave Williamstown Tuesday, Thursday and Saturday at 3 P. M.; arrive at West Amboy by 5 P. M. Leave West Amboy Tuesday, Thursday and Saturday at 12 M.; arrive at Williamstown by 2 P. M.

1479—From Oneida to Durhamville, two miles and back, twelve times a week, in close connection with railroad mail-trains.

1480—From State Bridge, by Oneida Valley and Oneida Lake, to Lakeport, ten miles and back, twice a week. Leave State Bridge Wednesday and Saturday at 4 P. M.; arrive at Lakeport by 7 P. M. Leave Lakeport Wednesday and Saturday at 7 A. M.; arrive at State Bridge by 10 A. M. Proposals for four additional weekly trips between State Bridge and Oneida Valley are invited.

1481—From Oneida, by Oneida Castle and Vernon, to Vernon Centre, nine and a half miles and back, twelve times a week to Vernon, and six times a week the residue. Leave Oneida daily, except Sunday, at 8:10 A. M. and 3 P. M.; arrive at Vernon by 9:30 A. M. and 5 P. M. Leave Vernon daily, except Sunday, at 6:50 A. M. and 11:30 A. M.; arrive at Oneida by 8:05 A. M. and 1 P. M. Leave Vernon daily, except Sunday, at 5 P. M.; arrive at Vernon Centre by 6 P. M. Leave Vernon Centre daily, except Sunday, at 10:15 A. M.; arrive at Vernon by 11:15 A. M.

1482—From Verona to Verona Depot, one and a half miles and back, twelve times a week, in close connection with railroad mail-trains.

1483—From Canastota, by Clockville and Mile Strip, to Peterborough, nine and a half miles and back, six times a week. Leave Canastota daily, except Sunday, at 5:05 P. M.; arrive at Peterborough by 7:30 P. M. Leave Peterborough daily, except Sunday, at 9 A. M.; arrive at Canastota by 11:30 A. M.

1484—From Morrisville to Morrisville Station, (n. o.,) two miles and back, twelve times a week, in close connection with railroad mail-trains.

1485—From Cazenovia, by New-Woodstock, to Shed's Corners, nine miles and back, six times a week. Leave Cazenovia daily, except Sunday, at 7 A. M.; arrive at Shed's Corners by 9:30 A. M. Leave Shed's Corners daily, except Sunday, at 11 A. M.; arrive at Cazenovia by 1:30 P. M.

1486—From Cazenovia, by Nelson, to Erieville, eight and a half miles and back, six times a week. Leave Cazenovia, daily, except Sunday, at 2:30 P. M.; arrive at Erieville by 4 P. M. Leave Erieville daily, except Sunday, at 8:30 A. M.; arrive at Cazenovia by 11 A. M.

1487—From Manlius, by Watervale and Pompey Centre, to Delphi, twelve miles and back, three times a week. Leave Manlius Tuesday, Thursday and Saturday at 10 A. M.; arrive at Delphi by 2 P. M. Leave Delphi Tuesday, Thursday and Saturday at 3 P. M.; arrive at Manlius by 7 P. M.

1488—From Moravia, by Dresserville, to Sempronius, nine miles and back, three times a week. Leave Moravia Tuesday, Thursday and Saturday at 10 A. M.; arrive at Sempronius by 12 M. Leave Sempronius Tuesday, Thursday and Saturday at 12:30 P. M.; arrive at Moravia by 2:30 P. M.

1489—From Tully, by Vesper, to Otisco, seven and a half miles and back, six times a week. Leave Tully daily, except Sunday, at 11 A. M.; arrive at Otisco by 1 P. M. Leave Otisco daily, except Sunday, at 8 A. M.; arrive at Tully by 10 A. M.

1490—From Manlius Station, by North Manlius, to Bridgeport, eight miles and back, three times a week. Leave Manlius Station Tuesday, Thursday and Saturday at 3:30 P. M.; arrive at Bridgeport by 5:30 P. M. Leave Bridgeport Tuesday, Thursday and Saturday at 9 A. M.; arrive at Manlius Station by 11 A. M.

1491—From Syracuse to Collamer, seven miles and back, three times a week. Leave Syracuse Tuesday, Thursday and Saturday at 3:30 P. M.; arrive at Collamer by 5 P. M. Leave Collamer Tuesday, Thursday and Saturday at 11 A. M.; arrive at Syracuse by 12:30 P. M.

1492—From Syracuse, by Onondaga Valley and South Onondaga to Navarino, fourteen miles and back, six times a week to Onondaga Valley, and three times a week the residue. Leave Syracuse daily, except Sunday, at 3 P. M.; arrive at Onondaga Valley by 4 P. M. Leave Onondaga Valley Monday, Wednesday, and Friday at 4 P. M.; arrive at Navarino by 6 P. M. Leave Navarino Monday, Wednesday, and Friday at 8 A. M.; arrive at Onondaga Valley by 10 A. M. Leave Onondaga Valley daily, except Sunday, at 10 A. M.; arrive at Syracuse by 11 A. M.

1493—From Onondaga Valley, by Onondaga Castle and Cardiff, to Tully Valley, eleven miles and back, six times a week to Cardiff, and twice a week the residue. Leave Onondaga Valley daily, except Sunday, at 4:30 P. M.; arrive at Cardiff by 6 P. M. Leave Cardiff daily, except Sunday, at 7:30 A. M.; arrive at Onondaga Valley by 9:30 A. M. Leave Cardiff Monday and Friday at 6:15 P. M.; arrive at Tully Valley by 7 P. M. Leave Tully Valley Monday and Friday at 7 A. M.; arrive at Cardiff by 7:30 A. M.

1494—From Marcellus Depot, by Marcellus Falls, Marcellus, Marietta, and Thorn Hill, to Borodino, thirteen miles and back, six times a week to Marcellus, and three times a week the residue. Leave Marcellus Depot daily, except Sunday, at 7 P. M.; arrive at Marcellus by 8 P. M. Leave Marcellus daily, except Sunday, at 6 P. M.; arrive at Marcellus Depot by 7 P. M. The trips between Marcellus and Borodino to be made on Tuesday, Thursday, and Saturday, in close connection.

1495—From Jordan to Elbridge, two and a half miles and back, six times a week. Leave Jordan daily, except Sunday, at 2 P. M.; arrive at Elbridge by 2:30 P. M. Leave Elbridge daily, except Sunday, at 1 P. M.; arrive at Jordan by 1:50 P. M.

1496—From Lamson's, by Little Utica and Lysander, to Plainville, eight and a half miles and back, six times a week to Lysander, and three times a week the residue. Leave Lamson's daily, except Sunday, at 9 A. M.; arrive at Lysander by 10 A. M. Leave Lysander daily, except Sunday, at 2 P. M.; arrive at Lamson's by 3 P. M. Leave Lysander Tuesday, Thursday, and Saturday at 10:15 A. M.; arrive at Plainville by 11 A. M. Leave Plainville Tuesday, Thursday, and Saturday at 1 P. M.; arrive at Lysander by 2 P. M.

1497—From Fulton, by Volney, Palermo and Vermillion, to Mexico, sixteen miles and back, three times a week. Leave Fulton Monday, Wednesday and Saturday at 1 P. M.; arrive at Mexico at 5:30 P. M. Leave Mexico Monday, Wednesday and Saturday at 6:30 A. M.; arrive at Fulton by 11 A. M.

1498—From Fulton, by Granby Centre, Fair Dale and Hannibal, to Sterling, eleven and a half miles and back, six times a week. Leave Fulton daily, except Sunday, at 4 P. M., or on arrival of mail from Syracuse; arrive at Sterling in three hours. Leave Sterling daily, except Sunday, at 5 A. M.; arrive at Fulton by 8 A. M.

1499—From Pulaski to Port Ontario, four miles and back, six times a week. Leave Pulaski daily, except Sunday, at 11 A. M.; arrive at Port Ontario by 12 M. Leave Port Ontario daily, except Sunday, at 9 A. M.; arrive at Pulaski by 10 A. M.

1500—From Sand Bank, by South Albion, to Dugway, seven miles and back, six times a week. Leave Sand Bank daily, except Sunday, at 8 A. M.; arrive at Dugway by 9:30 A. M. Leave Dugway daily, except Sunday, at 10 A. M.; arrive at Sand Bank by 11:30 A. M.

1501—From Oswego, by South-west Oswego, Kinney's Four Corners, Hannibal, Hannibal Centre and Bethel Corners, to Ira, twenty-one miles and back, three times a week. Leave Oswego Tuesday, Thursday and Saturday at 2 P. M.; arrive at Ira by 6:30 P. M. Leave Ira Tuesday, Thursday and Saturday at 8 A. M.; arrive at Oswego by 12:30 A. M.

1502—From Clyde, by Rose and West Butler, to Wolcott, twelve miles and back, six times a week. Leave Clyde daily, except Sunday, at 4:30 P. M.; arrive at Wolcott by 7 P. M. Leave Wolcott daily, except Sunday, at 6 A. M.; arrive at Clyde by 8:30 A. M.

1503—From Auburn, by Throopsville, to Port Byron, eight miles and back, six times a week. Leave Auburn daily, except Sunday, at 3 P. M.; arrive at Port Byron by 5 P. M. Leave Port Byron daily, except Sunday, at 9 A. M.; arrive at Auburn by 11 A. M.

1504—From Auburn, by Fosterville, to Montezuma, ten and a half miles and back, three times a week. Leave Auburn Tuesday, Thursday an Saturday at 2 P. M.; arrive at Montezuma by 5 P. M. Leave Montezuma Tuesday, Thursday and Saturday at 8 A. M.; arrive at Auburn by 11 A. M.

1505—From Auburn by Owasco, Niles and Kelloggsville, to New-Hope, eighteen and a half miles and back, six times a week. Leave Auburn daily, except Sunday, at 1:30 P. M.; arrive at New-Hope by 6 P. M. Leave New-Hope daily, except Sunday, at 5:30 A. M.; arrive at Auburn by 10 A. M.

1506—From Locke, by Genoa, East Venice, Venice and Venice Centre, to Scipio, sixteen miles and back, six times a week. Leave Locke daily, except Sunday, at 4 P. M.; arrive at Scipio by 8 P. M. Leave Scipio daily, except Sunday, at 10 A. M.; arrive at Locke by 2 P. M.

1507—From Genoa, by East Genoa, North Lansing, West Groton and East Lansing, to South Lansing, sixteen and three-fourths miles and back, three times a week. Leave Genoa Tuesday, Thursday and Saturday at 8 A. M.; arrive at South Lansing by 11 A. M. Leave South Lansing Tuesday, Thursday and Saturday at 12:30 P. M.; arrive at Genoa by 3:30 P. M.

1508—From Auburn, by Fleming, The Square, Scipioville, Sherwood, Poplar Ridge, Ledyard, King's Ferry, Five Corners, Lake Ridge, Lansingville, Ludlowville, South Lansing and Forrest City, to Ithaca, forty miles and back, six times a week; Five Corners and Lansingville to be supplied alternately with Lake Ridge. Leave Auburn daily, except Sunday, at 8 A. M.; arrive at Ithaca by 5:30 P. M. Leave Ithaca daily, except Sunday, at 8 A. M.; arrive at Auburn by 6 P. M.

1509—From Port Byron, by Conquest, Victory, North Victory, Martville, Sterling, Sterling Valley, North Sterling and South-west Oswego, to Oswego, thirty-three miles and back, six times a week to Sterling and three times a week the residue. Leave Port Byron daily, except Sunday, at 5 P. M., arrive at Sterling by 9 P. M. Leave Sterling daily, except Sunday, at 5 A. M.; arrive at Port Byron by 9 A. M. Leave Sterling Monday, Wednesday and Saturday at 7 A. M.; arrive at Oswego by 10 A. M. Leave Oswego Monday, Wednesday and Saturday at 2:30 P. M.; arrive by Sterling at 5:30 P. M.

1510—From Seneca Falls, by Canoga and Fayette, to Romulus, fifteen and a half miles and back, three times a week, with a branch from Fayette to East Varick, five miles and back, three times a week. Leave Seneca Falls Tuesday, Thursday and Saturday at 2 P. M.; arrive at Romulus by 6 P. M. Leave Romulus Tuesday, Thursday and Saturday at 7 A. M.; arrive at Seneca Falls by 11:30 A. M. East Varick to be supplied in close connection with main route.

1511—From Geneva, by Rose Hill, West Fayette, Varick, Kendaia, Romulus and Romulus Centre, to Ovid, twenty-four miles and back, six times a week. Leave Geneva daily, except Sunday, at 2 P. M.; arrive at Ovid by 6:30 P. M. Leave Ovid daily, except Sunday, at 7:30 A. M.; arrive at Geneva by 12 M.

1512—From Ovid, by Ovid Centre to Sheldrake, seven miles and back, six times a week. Leave Ovid daily, except Sunday, at 2 P. M.; arrive at Sheldrake by 4 P. M. Leave Sheldrake daily, except Sunday, at 10 A. M.; Arrive at Ovid by 12 M.

1513—From Canandaigua, by Reed's Corners, Rushville, Middlesex and Naples to North Cohocton, thirty miles and back, six times a week. Leave Canandaigua daily, except Sunday, at 10 A. M.; arrive at North Cohocton by 6 P. M. Leave North Cohocton daily, except Sunday, at 11 A. M.; arrive at Canandaigua by 6 P. M.

1514—From Geneva, by West Junius, Junius and Marengo, to Clyde, eighteen miles and back, three times a week. Leave Geneva Tuesday, Thursday and Saturday at 10 A. M.; arrive at Clyde by 1:30 P. M. Leave Clyde Monday, Wednesday and Friday at 10:30 A. M.; arrive by Geneva at 2 P. M.

1515—From Branchport, by Italy Hill, to Italy Hollow, seven miles and back, three times a week. Leave Branchport Tuesday, Thursday and Saturday at 3 P. M.; arrive at Italy Hollow by 5 P. M. Leave Italy Hollow Tuesday, Thursday and Saturday at 11 A. M.; arrive at Branchport by 1 P. M. Proposals for three additional weekly trips between Branchport and Italy Hill are invited.

1516—From Penn Yan, by Bluff Point, Branchport, Pultney, South Pultney, Prattsburg, and Wheeler, to Bath, thirty-seven miles and back; six times a week. Leave Penn Yan daily, except Sunday, at 1 P. M.; arrive at Prattsburg by 6 P. M. Leave Prattsburg daily, except Sunday, at 6 A. M.; arrive at Penn Yan by 11 A. M. Leave Prattsburg daily, except Sunday, at 7 A. M.; arrive at Bath by 10 A. M. Leave Bath daily, except Sunday, at 1 P. M.; arrive at Prattsburg by 4 P. M.

1517—From Penn Yan to Barrington, eight miles and back, three times a week. Leave Penn Yan Tuesday, Thursday, and Saturday at 12 M.; arrive at Barrington by 2 P. M. Leave Barrington Tuesday, Thursday and Saturday at 9 A. M.; arrive at Penn Yan by 11 A. M.

1518—From Bath, by Hammondsport, North Urbana, Wayne and Crystal Springs to Dundee, twenty-four miles and back, six times a week, to Hammondsport, and three times a week the residue. Leave Bath daily, except Sunday, at 7:15 A. M.; arrive at Hammondsport, by 8:30 A. M.; leave Hammondsport daily, except Sunday, at 4 P. M.; arrive at Bath by 5:15 P. M. Leave Hammondsport Tuesday, Thursday and Saturday at 12 M.; arrive at Dundee by 4 P. M. Leave Dundee Monday, Wednesday and Friday at 8 A. M.; arrive at Hammondsport by 12 M.

1519—From Penn Yan to Dresden, six miles and back, six times a week. Leave Penn Yan daily, except Sunday, at 3:30 P. M.; arrive at Dresden by 5 P. M. Leave Dresden daily, except Sunday, at 11 A. M.; arrive at Penn Yan by 12:30 P. M.

1520—From Savannah to South Butler, four and three-quarter miles and back, six times a week. Leave Savannah daily, except Sunday, at 9 A. M.; arrive at South Butler by 10 A. M. Leave South Butler daily, except Sunday, at 7 A. M.; arrive at Savannah by 8:30 A. M.

1521—From Lyons, by South Sodus and Alton, to Sodus Point, fourteen miles and back, six times a week, with a branch from South Sodus, by Sodus Centre, to Sodus, seven miles, six times a week. Leave Lyons daily, except Sunday, at 4 P. M.; arrive at Sodus Point by 8 P. M.; leave Sodus Point daily, except Sunday, at 7 A. M.; arrive at Lyons by 11 A. M.; leave South Sodus daily, except Sunday, at 6 P. M.; arrive at Sodus by 7:30 P. M.; leave Sodus daily, except Sunday, at 7 A. M.; arrive at South Sodus by 8:30 A. M.

1522—From Rose, by North Rose and Huron, to North Huron, eight miles and back, three times a week. Leave Rose Tuesday, Thursday and Saturday at 6 P. M.; arrive at North Huron by 8 P. M.; leave North Huron Tuesday, Thursday and Saturday at 6 A. M.; arrive at Rose by 8 A. M.

1523—From Newark, by Fairville and Joy, to Sodus, fourteen miles and back, three times a week. Leave Newark Tuesday, Thursday and Saturday at 0:30 P. M.; arrive at Sodus by 5 P. M.; leave Sodus Tuesday, Thursday and Saturday at 7 A. M.; arrive at Newark by 10:30 A. M.

1524—From Shortsville, by Manchester, to Manchester Centre, four miles and back, six times a week. Leave Shortsville daily, except Sunday, at 6 P. M.; arrive at Manchester Centre by 7 P. M.; leave Manchester Centre daily, except Sunday, at 4 P. M.; arrive at Shortsville by 5 P. M.

1525—From Palmyra, by Walworth and Ontario, to Ontario Centre, thirteen miles and back, six times a week. Leave Palmyra daily, except Sunday, at 4 P. M.; arrive at Ontario Centre by 7 P. M.; leave Ontario Centre daily, except Sunday, at 6 A. M.; arrive at Palmyra by 9 A. M.

1526—From Palmyra, by Marion and Williamson, to Pultneyville, sixteen miles and back, six times a week. Leave Palmyra daily, except Sunday, at 3:30 P. M.; arrive at Pultneyville by 7 P. M.; leave Pultneyville daily, except Sunday, at 5:30 A. M.; arrive at Palmyra by 9:30 A. M.

1527—From East Bloomfield, by Bristol, to Allen's Hill, ten miles and back, three times a week. Leave East Bloomfield Tuesday, Thursday and Saturday at 11 A. M.; arrive at Allen's Hill by 1:30 P. M.; leave Allen's Hill Tuesday, Thursday and Saturday at 3 P. M.; arrive at East Bloomfield by 5 P. M. Proposals for six-times-a-week service are invited.

1528—From Canandaigua, by Cheshire, Bristol Centre, South Bristol, and Bristol Springs, to Naples, twenty-four miles and back, three times a week. Leave Canandaigua Tuesday, Thursday, and Saturday at 10 A. M.; arrive at Naples by 6 P. M. Leave Naples Monday, Wednesday, and Friday at 10 A. M.; arrive at Canandaigua by 6 P. M.

1529—From Cheshire, by Academy, to Bristol Springs, ten miles and back, once a week. Leave Cheshire Saturday at 12 M.; arrive at Bristol Springs by 3 P. M. Leave Bristol Springs Saturday at 8 A. M.; arrive at Cheshire by 11 A. M. Proposals for two and three-times-a-week service are also invited.

1530—From Farmington to Macedon, four miles and back, six times a week. Leave Farmington daily, except Sunday, at 10:45 A. M.; arrive at Macedon by 12:15 P. M. Leave Macedon daily, except Sunday, at 9 A. M.; arrive at Farmington by 10:30 A. M.

1531—From Canandaigua, by Hopewell Centre, Seneca Castle, Flint Creek, Hopewell, and Hopewell Centre, to Canandaigua, twenty-one miles, three times a week. Leave Canandaigua Tuesday, Thursday, and Saturday at 9 A. M.; arrive at Canandaigua by 6 P. M.

1532—From Rochester, by West Webster, Webster, and Union Hill, to Lake Side, nineteen miles and back, six times a week. Leave Rochester daily, except Sunday, at 3 P. M.; arrive at Lake Side by 6:30 P. M. Leave Lake Side daily, except Sunday, at 7 A. M.; arrive at Rochester by 10:30 A. M.

1533—From Rochester to Charlotte, seven miles and back, six times a week. Leave Rochester daily, except Sunday, at 2 P. M.; arrive at Charlotte by 3:30 P. M. Leave Charlotte daily, except Sunday, at 9 A. M.; arrive at Rochester by 10:30 A. M.

1534—From Avon, by Canawaugus and Fowlerville, to York, nine miles and back, six times a week. Leave Avon daily, except Sunday, at 6 P. M.; arrive at York by 7:30 P. M. Leave York daily, except Sunday, at 8 A. M.; arrive at Avon by 9:30 A. M.

1535—From Avon, by East Avon and Lima, to Honeoye Falls, eleven miles and back, twelve times a week. Leave Avon daily, except Sunday, at 6 A. M. and 3 P. M.; arrive at Honeoye Falls by 9 A. M. and 6 P. M. Leave Honeoye Falls daily, except Sunday, at 7:45 A. M. and 3 P. M.; arrive at Avon by 10:30 A. M. and 6 P. M.

1536—From Rochester, by West Brighton and Henrietta, to Rush, twelve and a half miles and back, three times a week. Leave Rochester Tuesday, Thursday, and Saturday at 3 P. M.; arrive at Rush by 6 P. M. Leave Rush Tuesday, Thursday, and Saturday at 7 A. M.; arrive at Rochester by 10 A. M.

1537—From Rochester, by Chili, to Clifton, fourteen miles and back, three times a week. Leave Rochester Tuesday, Thursday, and Saturday at 3 P. M.; arrive at Clifton by 7 P. M. Leave Clifton Tuesday, Thursday, and Saturday at 7 A. M.; arrive at Rochester by 11 A. M.

1538—From Geneseo, by East Groveland, to Groveland. Leave Geneseo Monday, Wednesday, and Friday at 1 P. M.; arrive at Groveland by 3 P. M. Leave Groveland Monday, Wednesday, and Friday at 3:15 P. M.; arrive at Geneseo by 5 P. M.

1539—From Geneseo, by Piffard, Greigsville, and Peoria, to Covington, ten and a half miles and back, three times a week. Leave Geneseo Monday, Wednesday, and Friday at 1:30 P. M.; arrive at Covington by 4 P. M. Leave Covington Monday, Wednesday and Friday at 8:15 A. M.; arrive at Geneseo by 12 M.

1540—From Mount Morris, by Tuscarora and Union Corners, to Byersville, twelve miles and back, twice a week. Leave Mount Morris Tuesday and Saturday at 6 A. M.; arrive at Byersville by 10 A. M. Leave Byersville Tuesday and Saturday at 12 M.; arrive at Mount Morris by 4 P. M.

1541—From Castile, by East Pike, to Pike, seven and a half miles and back, six times a week. Leave Castile daily, except Sunday, at 3 P. M.; arrive at Pike by 5 P. M. Leave Pike daily, except Sunday, at 11 A. M.; arrive at Castile by 2 P. M.

1542—From Mount Morris, by Ridge and Brook's Grove, to Nunda, eleven and a half miles and back, six times a week. Leave Mount Morris daily, except Sunday, at 6:40 P. M.; arrive at Nunda by 8:30 P. M. Leave Nunda daily, except Sunday, at 5 A. M.; arrive at Mount Morris by 7 A. M.

1543—From Portageville, by Wiscoy, Mill's Mills, Hume, Fillmore, and Houghton Creek, to Caneadea, nineteen miles and back, six times a week. Leave Portageville daily, except Sunday, at 12 M.; arrive at Caneadea by 6 P. M. Leave Caneadea daily, except Sunday, at 4 A. M.; arrive at Portageville by 10 A. M.

1544—From Arcade, by Eagle Village, Eagle, Wethersfield, Hermitage, Wethersfield Springs and East Orangeville, to Warsaw, twenty-nine miles and back, three times a week. Leave Arcade Monday, Wednesday and Friday at 8 A. M.; arrive at Warsaw by 4 P. M. Leave Warsaw Tuesday, Thursday and Saturday at 10 A. M., or on arrival of cars; arrive at Arcade by 6 P. M.

1545—From Warsaw, by East Orangeville, to Orangeville, six miles and back, three times a week. Leave Warsaw Tuesday, Thursday and Saturday at 3:30 P. M.; arrive at Orangeville by 5 P. M. Leave Orangeville Tuesday, Thursday and Saturday at 1 P. M.; arrive at Warsaw by 2:30 P. M.

1546—From Franklinville, by Farmersville and Rushford, to Centreville, eighteen miles and back, six times a week. Leave Franklinville daily, except Sunday, at 2 P. M.; arrive at Centreville by 6 P. M. Leave Centreville daily, except Sunday, at 8 A. M.; arrive at Franklinville by 12 M.

1547—From Arcade, by Java, Java Village, Strykersville, Wales and Wales Centre, to East Aurora, twenty-six miles and back, three times a week. Leave Arcade Monday, Wednesday and Friday at 7 A. M.; arrive at East Aurora by 1 P. M. Leave East Aurora Tuesday, Thursday and Saturday at 1:30 P. M.; arrive at Arcade by 7 P. M.

1548—From Perry, by Perry Centre, La Grange and Covington, to Pavilion, ten and a half miles and back, three times a week. Leave Perry Monday, Wednesday and Friday at 12 M.; arrive at Pavilion by 7 P. M. Leave Pavilion Tuesday, Thursday and Saturday at 11 A. M.; arrive at Perry by 2 P. M.

1549—From Attica, by Varysburg, Johnsonburg, North Java, East Java and East Arcade, to Arcade, twenty-six miles and back, six times a week. Leave Attica daily, except Sunday, at 10 A. M.; arrive at Arcade by 4 P. M. Leave Arcade daily, except Sunday, at 10 A. M.; arrive at Attica by 4 P. M.

1550—From Batavia, by East Bethany, Pavilion Centre, Pavilion, Pearl Creek and Wyoming, to Warsaw, twenty-four and three-quarter miles and back, six times a week. Leave Batavia daily, except Sunday, at 3 P. M.; arrive at Pavilion by 6 P. M.; leave Pavilion daily, except Sunday, at 9 A. M.; arrive at Batavia by 12 M.; leave Pavilion daily, except Sunday, at 9 A. M.; arrive at Warsaw by 12 M.; leave Warsaw daily, except Sunday, at 3 P. M.; arrive at Pavilion by 6 P. M.

1551—From Batavia, by West Bethany, to Bethany, ten miles and back, twice a week. Leave Batavia Tuesday and Saturday at 12:30 P. M.; arrive at Bethany by 3 P. M.; leave Bethany Tuesday and Saturday at 9 A. M.; arrive at Batavia by 11:30 A. M.

1552—From Batavia to Elba, six miles and back, six times a week. Leave Batavia daily, except Sunday, at 10 A. M.; arrive at Elba by 11:30 A. M.; leave Elba daily, except Sunday, at 1:30 P. M.; arrive at Batavia by 3 P. M.

1553—From Albion, by Barre Centre, to South Barre, seven and a half miles and back, six times a week. Leave Albion daily, except Sunday, at 10 A. M.; arrive at South Barre by 12 M.; leave South Barre daily, except Sunday, at 2 P. M.; arrive at Albion by 4 P. M.

1554—From Batavia, by Oakfield, South Alabama, Wheatville, Alabama, and Shelby, to Medina, twenty-two miles and back, six times a week. Leave Batavia daily, except Sunday, at 10 A. M.; arrive at Medina by 3 P. M.; leave Medina daily, except Sunday, at 10 A. M.; arrive at Batavia by 3 P. M.

1555—From Alden, by Cowlesville and Folsomdale, to Bennington, ten miles and back, three times a week. Leave Alden, Tuesday, Thursday and Saturday at 9 A. M.; arrive at Bennington by 11 A. M.; leave Bennington Tuesday, Thursday and Saturday at 1 P. M.; arrive at Alden by 3 P. M.

1556—From Albion, by Gaines, Waterport and Kuckville, to Carlton, fifteen miles and back, six times a week. Leave Albion daily, except Sunday, at 4 P. M.; arrive at Carlton by 8 P. M. Leave Carlton daily, except Sunday, at 9 A. M.; arrive at Albion by 1 P. M.

1557—From Medina, by Ridgeway and Lyndonville, to Yates, eight miles and back, six times a week. Leave Medina daily, except Sunday, at 4 P. M.; arrive at Yates by 5:30 P. M. Leave Yates daily, except Sunday, at 6:45 A. M.; arrive at Medina by 8:30 A. M.

1558—From Middleport, by Jeddo and North Ridgeway, to County Line, ten and a half miles and back, three times a week. Leave Middleport Tuesday, Thursday and Saturday at 3 P. M.; arrive at County Line by 6 P. M. Leave County Line Tuesday, Thursday and Saturday at 9 A. M.; arrive at Middleport by 12 M.

1559—From Lockport, by Hickory Corners, Cambria and South Wilson, to Wilson, sixteen miles and back, six times a week. Leave Lockport daily, except Sunday, at 3:30 P. M.; arrive at Wilson by 7 P. M. Leave Wilson daily, except Sunday, at 7 A. M.; arrive at Lockport by 10:30 A. M.

1560—From Lockport, by Wright's Corners and Newfane, to Olcott, twelve and a half miles and back, six times a week. Leave Lockport daily, except Sunday, at 3 P. M.; arrive at Olcott by 6 P. M. Leave Olcott daily, except Sunday, at 8 A. M.; arrive at Lockport by 11 A. M.

1561—From Lockport, by Wright's Corners, Ridge Road, Hess Road, West Somerset, and Lake Road, to Somerset, nineteen and a half miles and back, six times a week, supplying Lake Road and West Somerset alternately. Leave Lockport daily, except Sunday, at 1 P. M.; arrive at Somerset by 6 P. M. Leave Somerset daily, except Sunday, at 6 A. M.; arrive at Lockport by 11 A. M.

1562—From Lockport, by Pendleton Centre and Pendleton, to Lockport, seventeen miles, twice a week. Leave Lockport Tuesday and Saturday at 8 A. M.; arrive at Lockport by 2 P. M.

1563—From Sanborn, by Shawnee and St. Johnsburg, to Bergholtz, eight miles and back, twice a week. Leave Sanborn Wednesday and Saturday at 9 A. M.; arrive at Bergholtz by 10 A. M. Leave Bergholtz Wednesday and Saturday at 11 A. M.; arrive at Sanborn by 2 P. M.

1564—From Lewiston to Youngstown, six miles and back, six times a week. Leave Lewiston daily, except Sunday, at 1:30 P. M.; arrive at Youngstown by 3:30 P. M. Leave Youngstown daily, except Sunday, at 8 A. M.; arrive at Lewiston by 10 A. M.

1565—From Youngstown, by Ransomville, North Ridge, Cambria and Warren's Corners, to Lockport, twenty-two miles and back, three times a week, with three additional weekly trips from April 1 to Nov. 1. *Summer Schedule.*—Leave Youngstown daily, except Sunday, at 7 A. M.; arrive at Lockport by 12 M. Leave Lockport daily, except Sunday, at 3 P. M.; arrive at Youngstown by 8 P. M. *Winter Schedule.*—Leave Youngstown Monday, Thursday and Saturday at 8 A. M.; arrive at Lockport by 3 P. M. Leave Lockport Monday, Thursday and Saturday at 8 A. M.; arrive at Youngstown by 3 P. M.

1566—From Buffalo, by Buffalo Plains, Eggertsville, Williamsville and Harris Hill, to Clarence, eighteen miles and back, six times a week. Leave Buffalo daily, except Sunday, at 3:30 P. M.; arrive at Clarence by 7 P. M. Leave Clarence daily, except Sunday, at 6:30 A. M.; arrive at Buffalo by 10 A. M.

1567—From Buffalo, by Red Jacket, West Seneca, Big Tree Corners, Abbott's Corners, Hamburg, North Boston and Patchin, to Boston, twenty-two miles and back, six times a week. Leave Buffalo daily, except Sunday, at 3 P. M.; arrive at Boston by 8 P. M. Leave Boston daily, except Sunday, at 6 A. M.; arrive at Buffalo by 10:30 A. M.

1568—From Buffalo, by Reserve, East Hamburg, Ellicott, Griffin's Mills, West Falls, Colden, Glenwood and East Concord to Springville, thirty-two and three-quarter miles and back, six times a week. Leave Buffalo daily, except Sunday, at 3 P. M.; arrive at Springville by 9 P. M. Leave Springville daily, except Sunday, at 5 A. M.; arrive at Buffalo by 11 A. M.

1569—From Hamburg, by East Eden, Clarksburg, Langford, and Marshfield to Collins Centre, eighteen miles and back, twice a week. Leave Hamburg Tuesday and Friday at 6 A. M.; arrive at Collins Centre by 11 A. M. Leave Collins Centre Tuesday and Friday at 1 P. M.; arrive at Hamburg by 6 P. M.

1570—From Lake View, by North Evans, Eden and Collins, to Shirley, thirteen and a half miles and back, six times a week. Leave Lake View daily, except Sunday, at 5 P. M.; arrive at Shirley by 8 P. M. Leave Shirley daily, except Sunday, at 7 A. M.; arrive at Lake View by 10 A. M.

1571—From Angola by Brandt, to Gowanda, fifteen miles and back, six times a week. Leave Angola daily, except Sunday, at 5 P. M.; arrive at Gowanda by 8 P. M. Leave Gowanda daily, except Sunday, at 6 A. M.; arrive at Angola by 9 A. M.

1572—From Clarksburg, by New-Oregon and Woodward's Hollow, to Morton's Corners, eleven miles and back, once a week. Leave Clarksburg Friday at 9 A. M.; arrive at Morton's Corners by 12 M. Leave Morton's Corners Friday at 1 P. M.; arrive at Clarksburg by 4 P. M. Proposals for a second weekly trip are invited.

1573—From Sinclairville to Charlotte Centre, three miles and back, twice a week. Leave Sinclairville Wednesday and Saturday at 1 P. M.; arrive at Charlotte Centre by 2 P. M. Leave Charlotte Centre Wednesday and Saturday at 11 A. M.; arrive at Sinclairville by 12 M.

1574—From Mayville to Stedman, six miles and back, twice a week. Leave Mayville Tuesday and Saturday at 3:30 P. M.; arrive at Stedman by 4 P. M. Leave Stedman Tuesday and Saturday at 1 P. M.; arrive at Mayville by 2:30 P. M.

1575—From Westfield to Volusia, seven miles and back, six times a week. Leave Westfield daily, except Sunday, at 2 P. M.; arrive at Volusia by 3:30 P. M. Leave Volusia daily, except Sunday, at 10 A. M.; arrive at Westfield by 11:30 A. M.

1576—From Ellery to Fluvanna, six miles and back, six times a week. Leave Ellery, daily, except Sunday, at 1 P. M.; arrive at Fluvanna by 2:30 P. M. Leave Fluvanna, daily, except Sunday, at 10 A. M.; arrive at Ellery by 11:30 A. M.

1577—From Sherman, by Mina, French Creek and Marvin, to Wattsburg, (Penn.,) eighteen miles and back, twice a week. Leave Sherman Tuesday and Saturday at 7 A. M.; arrive at Wattsburg by 12 M. Leave Wattsburg Tuesday and Saturday at 2 P. M.; arrive at Sherman by 7 P. M. Proposals to end at Clymer, omitting Wattsburg, are invited.

1578—From Ellington to Kennedy, five and a half miles and back, six times a week. Leave Ellington daily, except Sunday, at 3:30 P. M.; arrive at Kennedy by 4:30 P. M. Leave Kennedy daily, except Sunday, at 5:15 P. M.; arrive at Ellington by 6:15 P. M.

1579—From Cattaraugus, by Otto, Eddyville, East Otto and Ashford, to Springville, twenty-six miles and back, six times a week, with privilege of supplying Eddyville by side mail from Otto. Leave Cattaraugus daily, except Sunday, at 2:30 P. M.; arrive at Springville by 8 P. M. Leave Springville daily, except Sunday, at 8 A. M.; arrive at Cattaraugus by 1:30 P. M.

1580—From Ashford, by West Valley, to East Ashford, seven miles and back, three times a week. Leave Ashford Tuesday, Thursday and Saturday at 11 A. M.; arrive at East Ashford by 10:30 A. M. Leave East Ashford Tuesday, Thursday and Saturday at 9 A. M.; arrive at Ashford by 12:30 P. M.

1581—From East Salamanca, by Killbuck and Great Valley, to Ellicottsville, twelve miles and back, six times a week. Leave East Salamanca daily, except Sunday, at 4 P. M.; arrive at Ellicottsville by 6 P. M. Leave Ellicottsville daily, except Sunday, at 7:30 A. M.; arrive at East Salamanca by 10 A. M.

1582—From Olean, by Portville, Ceres, Little Genesee, Bolivar, Richburg, Wirt Centre and Nile, to Friendship, thirty miles and back, six times a week. Leave Olean daily, except Sunday, at 3:30 P. M.; arrive at Ceres by 6 P. M. Leave Ceres daily, except Sunday, at 7:30 A. M.; arrive at Olean by 10 A. M. Leave Ceres daily, except Sunday, at 5 A. M.; arrive at Friendship by 11 A. M. Leave Friendship daily, except Sunday, at 1 P. M.; arrive at Ceres by 7 P. M.

1583—From Wellsville, (N. Y.,) by Alma, South Bolivar, and East Sharon, (Penn.,) to Shingle House, twenty-two miles and back, once a week. Leave Wellsville Saturday at 6 A. M.; arrive at Shingle House by 3 P. M. Leave Shingle House Friday at 7 A. M.; arrive at Wellsville by 4 P. M.

1584—From Cuba, by Seymour, Rawson, Rushford, Fairview and Sandusky, to Arcade, twenty-nine miles and back, six times a week. Leave Cuba daily, except Sunday, at 1 P. M.; arrive at Rushford by

7:30 P. M. Leave Rushford daily, except Sunday, at 4 A. M.; arrive at Rushford by 9:30 A. M. Leave Rushford daily, except Sunday, at 7 A. M.; arrive at Arcade by 10 A. M. Leave Arcade daily, except Sunday, at 2 P. M.; arrive at Rushford by 5 P. M.

1585—From Wellsville, by Standard's Corners, Hallsport and Whitesville, to Spring Mills, fifteen miles and back, six times a week. Leave Wellsville daily, except Sunday, at 1:50 P. M.; arrive at Spring Mills by 4:30 P. M. Leave Spring Mills daily, except Sunday, at 6:30 A. M.; arrive at Wellsville by 9:30 A. M.

1586—From Cuba to West Clarksville, seven miles and back, twice a week. Leave Cuba Wednesday and Saturday at 1 P. M.; arrive at West Clarksville by 3 P. M. Leave West Clarksville Wednesday and Saturday at 9 A. M.; arrive at Cuba by 11 A. M.

1587—From Belvidere, by Angelica, Allen, East Granger, Hunt's Hollow and Oakland, to Nunda, twenty-eight miles and back, six times a week to Angelica, and three times a week the residue. The return trips to run from Hunt's Hollow, by Allen Centre, Short Track and Granger, omitting Allen and East Granger. Leave Belvidere daily, except Sunday, at 1:30 P. M.; arrive at Angelica by 3 P. M. Leave Angelica daily, except Sunday, at 10:30 A. M.; arrive at Belvidere by 12 M. Leave Angelica Tuesday, Thursday and Saturday at 8 A. M.; arrive at Nunda by 1 P. M. Leave Nunda Tuesday, Thursday and Saturday at 2 P. M.; arrive at Angelica by 7 P. M.

1588—From Belvidere, by Transit Bridge, Belfast and Oramel, to Caneadea, eleven and a half miles and back, six times a week. Leave Belvidere daily, except Sunday, at 12 M.; arrive at Caneadea by 3 P. M. Leave Caneadea daily, except Sunday, at 6:30 A. M.; arrive at Belvidere at 9:30 A. M.

1590—From Canaseraga, by Doty's Corners, to Dansville, ten miles and back, six times a week. Leave Canaseraga daily, except Sunday, at 4 P. M.; arrive at Dansville by 6 P. M. Leave Dansville daily, except Sunday, at 7 A. M.; arrive at Canaseraga by 9 A. M.

1591—From Bath, by Goff's Mills, Howard and Big Creek, to Hornellsville, twenty miles and back, twice a week. Leave Bath Tuesday and Saturday at 10 A. M.; arrive at Hornellsville by 3 P. M. Leave Hornellsville Monday and Friday at 9 A. M.; arrive at Bath by 2 P. M.

1592—From South Dansville to Dansville, seven miles and back, three times a week. Leave South Dansville Monday, Wednesday and Friday at 8 A. M.; arrive at Dansville by 10 A. M. Leave Dansville Monday, Wednesday and Friday at 2:30 P. M.; arrive at South Dansville by 4:30 P. M.

1593—From Wayland Depot, by Dansville, to Ossian, twelve miles and back, six times a week to Dansville, and twice a week the residue. Leave Wayland Depot daily, except Sunday, at 10 A. M.; arrive at Dansville by 11:30 A. M. Leave Dansville daily, except Sunday, at 5 P. M.; arrive at Wayland Depot by 6:30 P. M. Leave Dansville Wednesday and Saturday at 12 M.; arrive at Ossian by 2 P. M. Leave Ossian Wednesday and Saturday at 2:30 P. M.; arrive at Dansville by 4:30 P. M.

1594—From Wallace, by Neil's Creek, Haskinsville and Stephen's Mills to Hornellsville, nineteen miles and back, twice a week. Leave Wallace Tuesday and Saturday at 8 A. M.; arrive at Hornellsville by 12:30 P. M. Leave Hornellsville Monday and Friday at 2:30 P. M.; arrive at Wallace by 7 P. M.

1595—From Blood's Depot, by North Cohocton, to Riker's Hollow, six miles and back, twice a week. Leave Blood's Depot Wednesday and Saturday at 4 P. M.; arrive at Riker's Hollow by 6 P. M. Leave Riker's Hollow Wednesday and Saturday at 1 P. M.; arrive at Blood's Depot by 3 P. M.

1596—From Andover, by Fulmer Valley and Independence, to West Union, twelve miles and back, twice a week. Leave Andover Monday and Friday at 1 P. M.; arrive at West Union by 4 P. M. Leave West Union Monday and Friday at 8 A. M.; arrive at Andover by 11 A. M.

1597—From Canisteo, by Bennett's Creek, Greenwood, Rexville and Wileysville, to White's Corners, twenty-one miles and back, three times a week to Rexville, and once a week the residue. Leave Canisteo Tuesday, Thursday and Saturday at 3 P. M.; arrive at Rexville by 7 P. M.; leave Rexville Tuesday, Thursday and Saturday at 7 A. M.; arrive at Canisteo by 11 A. M.; leave Rexville Monday at 9 A. M.; arrive at White's Corners by 11 A. M.; leave White's Corners at 12 M.; arrive at Rexville at 2 P. M.

1598—From Rexville, by Young Hickory and Brookfield, to Westfield, sixteen miles and back, once a week. Leave Rexville Thursday at 7 A. M.; arrive at Westfield by 11 A. M.; leave Westfield Thursday at 1 P. M.; arrive at Rexville by 5 P. M.

1599—From Woodhull, by East Troupsburg and Troupsburg, to South Troupsburg, twelve miles and back, three times a week. Leave Woodhull Monday, Wednesday and Saturday at 8 A. M.; arrive at South Troupsburg by 11 A. M.; leave South Troupsburg Monday, Wednesday and Saturday at 12:30 P. M.; arrive at Woodhull by 3:30 P. M.

1600—From West Addison, by Risingville and Merchantville, to Campbelltown, eleven miles and back, three times a week. Leave West Addison Tuesday, Thursday and Saturday at 7 A. M.; arrive at Campbelltown by 1 P. M.; leave Campbelltown Tuesday, Thursday and Saturday at 2:30 P. M.; arrive at West Addison by 7 P. M.

1601—From Addison, by South Addison and Addison Hill, to Elkland, Penn. Leave Addison, daily, except Sunday, at 8 A. M.; arrive at Elkland by 11 A. M.; leave Elkland daily except Sunday, at 11:30 A. M.; arrive at Addison by 2:30 P. M.

1602—From Addison, by South Addison and East Woodhull, to Jasper, eighteen miles and back, six times a week. Leave Addison daily, except Sunday, at 1 P. M.; arrive at Jasper by 6 P. M.; leave Jasper daily, except Sunday, at 6 A. M.; arrive at Addison by 11 A. M.

1603—From Cooper's Plains, by Mead's Creek, Orange, East Orange, Sugar Hill, Townsend and Havannah, to Watkins, twenty-eight and three-quarters miles and back, three times a week. Leave Cooper's Plains Monday, Wednesday and Friday at 2:30 P. M.; arrive at Watkins by 8:30 P. M. Leave Watkins Tuesday, Thursday and Saturday at 11 A. M.; arrive at Cooper's Plains by 5 P. M.

1604—From Bath, by North Cameron, Cameron and South Cameron, to Jasper, twenty-one miles and back, once a week. Leave Bath Monday at 1 P. M.; arrive at Jasper by 7 P. M. Leave Jasper Monday at 5 A. M.; arrive at Bath by 10 A. M.

1605—From Bath, by South Howard and Buena Vista, to Towlesville, fifteen miles and back, once a week. Leave Bath Saturday at 1 P. M.; arrive at Towlesville by 5 P. M. Leave Towlesville Saturday at 6 A. M.; arrive at Bath by 10 A. M.

1606—From Cameron, by Swale, North Jasper, South Cameron and Hedgesville, to Woodhull, eighteen and a half miles and back, once a week. Leave Cameron Friday at 1 P. M.; arrive at Woodhull by 7 P. M. Leave Woodhull Friday at 6 A. M.; arrive at Cameron by 12 M.

1607—From Savona, by Sonora, Bradford, Tyrone, Altay, North Reading, Reading Centre and Reading, to Watkins, twenty-eight and a half miles and back, six times a week, with a branch from Tyrone, by Weston, to Wayne Four Corners, four miles and back, twice a week. Leave Savona daily, except Sunday, at 3 P. M.; arrive at Tyrone by 6 P. M. Leave Tyrone daily, except Sunday, at 9 A. M.; arrive at Savona by 12 M. Leave Tyrone daily, except Sunday, at 9 A. M.; arrive at Watkins by 12 M. Leave Watkins daily, except Sunday, at 3 P. M.; arrive at Tyrone by 6 P. M. Branch route to be supplied on Tuesdays and Fridays, in close connection with main route.

1608—From Starkey Depot, by Starkey, to Dundee, three miles and back, twelve times a week. Leave Starkey Depot daily, except Sunday, at 6:15 A. M. and 11 A. M.; arrive at Dundee by 7 A. M. and 12 M. Leave Dundee daily, except Sunday, at 5:15 A. M. and 10 A. M.; arrive at Starkey Depot by 6 A. M. and 10:45 A. M.

1609—From Havannah, by Odessa, Lawrence, Smith Valley, Mecklenburg, Perry City and Waterburg, to Trumansburg, twenty miles and back, twice a week. Leave Havannah Tuesday and Saturday at 7 A. M.; arrive at Trumansburg by 2 P. M. Leave Trumansburg Monday and Friday at 7 A. M.; arrive at Havannah by 2 P. M.

1610—From Watkins to Pine Grove, five miles and back, twice a week. Leave Watkins Tuesday and Saturday at 10 A. M.; arrive at Pine Grove by 11 A. M. Leave Pine Grove Tuesday and Saturday at 8 A. M.; arrive at Watkins by 9 A. M.

1611—From Corning, by Post Creek, Hornby, Beaver Dams and Moreland, to Watkins, thirty-three miles and back, once a week. Leave Corning Friday at 4 P. M.; arrive at Hornby by 6 P. M. Leave Hornby Friday at 1 P. M.; arrive at Corning by 3 P. M. Leave Hornby Saturday at 7 A. M.; arrive at Watkins by 11 A. M. Leave Watkins Saturday at 2 P. M.; arrive at Hornby by 6 P. M.

1612—From Elmira, by East Elmira, North Chemung, Herrington's Corners, Erin and State Road, to Van Etten, nineteen miles and back, twice a week. Leave Elmira Wednesday and Saturday at 12 M.; arrive at Van Etten by 5 P. M. Leave Van Etten Wednesday and Saturday at 6 A. M.; arrive at Elmira by 11 A. M.

1613—From Chemung to Chemung Centre, seven miles and back, once a week. Leave Chemung Saturday at 1 P. M.; arrive at Chemung Centre by 3 P. M. Leave Chemung Centre Saturday at 9 A. M.; arrive at Chemung by 11 A. M.

1614—From Owego, by Weltonville, West Newark and Jenksville, to Speedsville, fifteen miles and back, twice a week. Leave Owego Wednesday and Saturday at 3 P. M.; arrive at Speedsville by 7 P. M. Leave Speedsville Wednesday and Saturday at 7 A. M.; arrive at Owego by 11 A. M.

1615—From Owego, by Strait's Corners and Halsey Valley, to North Barton, eighteen miles and back, twice a week. Leave Owego Tuesday and Saturday at 6 A. M.; arrive at North Barton by 11 A. M. Leave North Barton Tuesday and Saturday at 1 P. M.; arrive at Owego by 6 P. M.

1616—From Owego, by South Owego, Warrenham, Penn., Highland Lake and Neath, to Le Raysville, twenty-four miles and back, twice a week. Leave Owego Tuesday and Friday at 2 P. M.; arrive at Le Raysville by 8 P. M. Leave Le Raysville Wednesday and Saturday at 8 A. M.; arrive at Owego by 2 P. M.

1617—From Candor, by West Candor and Spencer Springs, to Spencer, nine miles and back, six times a week. Leave Candor daily, except Sunday, at 4:30 P. M.; arrive at Spencer by 6:30 P. M. Leave Spencer daily, except Sunday, at 7:30 A. M.; arrive at Candor by 9:30 A. M.

1618—From Connesus Depot, by Connesus Centre, to Scottsburg, six miles and back, twelve times a week to Connesus Centre, and six times a week the residue, in close connection with railroad mail trains.

1619—From Ithaca, by Enfield, Enfield Centre, Mecklenburg, Reynoldsville, Bennettsburg and Burdett, to Watkins, twenty-six miles and back, six times a week. Leave Ithaca daily, except Sunday, at 8:30 A. M.; arrive at Watkins by 2 P. M. Leave Watkins daily, except Sunday, at 10:30 A. M.; arrive at Ithaca by 3:30 P. M.

1620—From Ithaca, by Newfield, Poney Hollow, Cayuta, Alpine and Catharine, to Havannah, twenty-five miles and back, three times a week. Leave Ithaca Monday, Wednesday and Friday at 8:30 A. M.; arrive at Havannah by 2 P. M. Leave Havannah Tuesday, Thursday and Saturday at 9 A. M.; arrive at Ithaca by 2:30 P. M. Proposals for three additional weekly trips between Ithaca and Newfield are invited.

1621—From Ithaca, by Jacksonville, Trumansburg, Covert, Farmer Village and Lodi, to Ovid, twenty-seven miles and back, six times a week. Leave Ithaca daily, except Sunday, at 9 A. M.; arrive at Ovid by 3 P. M. Leave Ovid daily, except Sunday, at 11:30 A. M.; arrive at Ithaca by 5:30 P. M.

1622—From Ithaca, by Danby, to South Danby, eight and a half miles and back, six times a week. Leave Ithaca daily, except Sunday, at 6:30 P. M.; arrive at South Danby by 8 P. M. Leave South Danby daily, except Sunday, at 3:30 P. M.; arrive at Ithaca by 5 P. M.

1623—From Caroline Depot, by Mott's Corners, Slaterville, and Caroline, to Caroline Centre, eight and a half miles and back, six times a week to Slaterville, and three times a week the residue. Leave Caroline Depot daily, except Sunday, at 9 A. M.; arrive at Slaterville by 10 A. M. Leave Slaterville daily, except Sunday, at 1 P. M.; arrive at Caroline Depot by 2 P. M. Leave Slaterville Monday, Wednesday and Friday at 10 A. M.; arrive at Caroline Centre by 11 A. M. Leave Caroline Centre Monday, Wednesday and Friday at 12 M.; arrive at Slaterville by 1 P. M.

1624—From Marathon, by Lapeer, to Hunt's Corners, five and a half miles and back, twice a week. Leave Marathon Wednesday and Saturday at 11 A. M.; arrive at Hunt's Corners by 1 P. M. Leave Hunt's Corners Wednesday and Saturday at 8 A. M.; arrive at Marathon by 10 A. M.

1625—From Cortland Village, by McGrawsville, Solon, East Freetown, Cincinnatus, Taylor, Pitcher, Pitcher Springs, Pharsalia, East Pharsalia and Preston, to Norwich, forty-three miles and back, six times a week to Pitcher, and three times a week the residue. Leave Cortland Village daily, except Sunday, at 10:30 A. M.; arrive at Pitcher by 2:30 P. M. Leave Pitcher daily, except Sunday, at 12:15 P. M.; arrive at Cortland Village by 4 P. M. Leave Pitcher Monday, Wednesday and Friday at 2:45 P. M.; arrive at Norwich by 7:30 P. M. Leave Norwich Tuesday, Thursday and Saturday at 7 A. M.; arrive at Pitcher by 12 M.

1626—From Groton to Groton City, six miles and back, three times a week. Leave Groton Tuesday, Thursday and Saturday at 9 A. M.; arrive at Groton City by 10:30 A. M. Leave Groton City Tuesday, Thursday and Saturday at 12 M.; arrive at Groton by 1:30 P. M.

1627—From De Ruyter, by Lanklaen, Union Valley, Pitcher, Taylor, Cincinnatus, Willet and Upper Lisle, to Whitney's Point, thirty-two miles and back, three times a week. Leave De Ruyter Monday, Wednesday and Friday at 1 P. M.; arrive at Pitcher by 4 P. M. Leave Pitcher Monday, Wednesday and Friday at 7 A. M.; arrive at De Ruyter by 10 A. M. Leave Pitcher Monday, Wednesday and Friday at 7 A. M.; arrive at Whitney's Point by 11 A. M. Leave Whitney's Point Tuesday, Thursday and Saturday at 7 A. M.; arrive at Pitcher by 12 M.

1628—From Oxford, by East McDonough, McDonough and German, to Cincinnatus, twenty miles and back, once a week. Leave Oxford Saturday at 1 P. M.; arrive at Cincinnatus by 7 P. M. Leave Cincinnatus Saturday at 5 A. M.; arrive at Oxford by 11 A. M.

1629—From Bainbridge, by Coventryville, Coventry, Greene, Geneganslett and Triangle, to Whitney's Point, twenty-seven miles and back, six times a week to Greene, and three times a week the residue. Leave Bainbridge daily, except Sunday, at 1 P. M.; arrive at Greene by 4:30 P. M. Leave Greene daily, except Sunday, at 5:30 A. M.; arrive at Bainbridge by 9 A. M. Leave Greene Tuesday, Thursday and Saturday at 4:45 P. M.; arrive at Whitney's Point by 8 P. M. Leave Whitney's Point Tuesday, Thursday and Saturday at 10 A. M.; arrive at Greene by 2 P. M.

1630—From Greene, by Smithville Flats and East German, to McDonough, fourteen miles and back, six times a week. Leave Greene daily, except Sunday, at 3:45 P. M.; arrive at McDonough by 7:45 P. M. Leave McDonough daily, except Sunday, at 6 A. M.; arrive at Greene by 9:30 A. M.

1631—From Union, by Union Centre, Maine and Glen Aubrey, to Whitney's Point, nineteen miles and back, six times a week to Maine, and once a week the residue. Leave Union daily, except Sunday, at 6 A. M.; arrive at Maine by 7:30 A. M. Leave Maine daily, except Sunday, 11 A. M.; arrive at Union by 1 P. M. Leave Maine Saturday at 8 A. M.; arrive at Whitney's Point by 12 M. Leave Whitney's Point Saturday at 1 P. M.; arrive at Maine by 5 P. M.

1632—From Union, by Vestal, Tracy Creek and Vestal Centre, to Choconut, fifteen miles and back, twice a week. Leave Union Wednesday and Saturday at 3 P. M.; arrive at Choconut by 6 P. M. Leave Choconut Wednesday and Saturday at 9 A. M.; arrive at Union by 12 M.

1633—From Binghamton, by West Windsor, Windsor, Ouaquaga, Doraville, Centre Village and Harpersville, to Harpersville Station, thirty-seven and a half miles and back, six times a week. Leave Binghamton daily, except Sunday, at 2 P. M.; arrive at Windsor by 4:30 P. M. Leave Windsor daily, except Sunday, at 7 A. M.; arrive at Binghamton by 9:30 A. M. Leave Windsor daily, except Sunday, at 6:30 A. M.; arrive at Harpersville Station by 8:30 A. M. Leave Harpersville Station daily, except Sunday, on arrival of cars—say at 3:30 P. M.; arrive at Windsor in two hours.

1634—From Deposit, by Barbourville, Masonville and Bennettsville, to Bainbridge, twenty-one miles and back, three times a week. Leave Deposit Tuesday, Thursday and Saturday at 8 A. M.; arrive at Bainbridge by 2 P. M. Leave Bainbridge Monday, Wednesday and Friday at 8 A. M.; arrive at Deposit by 2 P. M.

1635—From Deposit, by McClure Settlement, Sanford and Vallonia Springs to Afton, eighteen and a half miles and back, six times a week. Leave Deposit daily, except Sunday, at 6 A. M.; arrive at Afton by 10 A. M. Leave Afton daily, except Sunday, at 12 M.; arrive at Deposit by 4 P. M.

1636—From Deposit, by Cannonsville, Carpenter's Eddy, and Rock Rift, to Walton, twenty-five miles and back, six times a week. Leave Deposit daily, except Sunday, at 1 P. M.; arrive at Walton by 6:30 P. M. Leave Walton daily, except Sunday, at 6 A. M.; arrive at Deposit by 11:30 A. M.

1637—From Hancock to Cadosia Valley, three miles and back, three times a week. Leave Hancock Tuesday, Thursday and Saturday at 1 P. M.; arrive at Cadosia Valley by 2 P. M. Leave Cadosia Valley Tuesday, Thursday and Saturday at 10 A. M.; arrive at Hancock by 11 A. M.

1638—From Hancock, by Partridge Island, East Branch, Harvard, and Colchester, to Downsville, twenty-eight miles and back, once a week. Leave Hancock Tuesday at 10 A. M.; arrive at Downsville by 6 P. M. Leave Downsville Wednesday at 6 A. M.; arrive at Hancock by 2 P. M.

1639—From Delhi to Cabin Hill, ten miles and back, once a week. Leave Delhi Saturday at 8 A. M.; arrive at Cabin Hill by 11 A. M. Leave Cabin Hill Saturday at 12 M.; arrive at Delhi by 2 P. M.

1640—From Otego, by Franklin to Franklin Station, nine miles and back, six times a week. Leave Otego daily, except Sunday, at 12:30 P. M.; arrive at Franklin by 3 P. M. Leave Franklin daily, except Sunday, at 8 A. M.; arrive at Otego by 11 A. M.

1641—From Walton to West Brook, seven miles and back, twice a week. Leave Walton Wednesday and Saturday at 8 A. M.; arrive at West Brook by 10 A. M. Leave West Brook Wednesday and Saturday at 11 A. M.; arrive at Walton by 1 P. M.

1642—From Unadilla to Unadilla Centre, five miles and back, once a week. Leave Unadilla Saturday at 1 P. M.; arrive at Unadilla Centre by 2 P. M. Leave Unadilla Centre Saturday at 2:15 P. M.; arrive at Unadilla by 3:15 P. M.

1643—From Walton to North Hamden, eight and three-quarter miles and back, once a week. Leave Walton Saturday at 12 M.; arrive at North Hamden by 2 P. M. Leave North Hamden Saturday at 9 A. M.; arrive at Walton by 11 A. M.

1644—From Morris, by West Laurens and West Oneonta, to Oneonta, 14 miles and back, six times a week. Leave Morris daily, except Sunday, at 8 A. M.; arrive at Oneonta by 11 A. M. Leave Oneonta daily, except Sunday, at 1 P. M.; arrive at Morris by 4 P. M.

164.—From Unadilla to Sidney, 5 miles and back, twice a week. Leave Unadilla Tuesday and Saturday at 1 P. M.; arrive at Sidney by 2:30 P. M. Leave Sidney Tuesday and Saturday at 3 P. M.; arrive at Unadilla by 4:30 P. M.

1646—From Franklin, by Croton and West Meredith, to Delhi, 16½ miles and back, six times a week to Croton and three times a week the residue. Leave Franklin daily, except Sunday, at 3 P. M.; arrive at Croton by 4:30 P. M. Leave Croton daily, except Sunday, at 1 P. M.; arrive at Franklin by 2:30 P. M. Leave Croton Tuesday, Thursday and Saturday at 7 A. M.; arrive at Delhi by 9:30 A. M. Leave Delhi Tuesday, Thursday and Saturday at 12 M.; arrive at Croton by 2:30 P. M.

1647—From Otego, by Otsdawa and Maple Grove, to Butternuts, sixteen miles and back, six times a week, five of the weekly trips to omit Otsdawa and Maple Grove, decreasing distance four miles. Leave Otego daily, except Sunday, at 1 P. M.; arrive at Butternuts by 4 P. M. Leave Butternuts daily, except Sunday, at 7 A. M.; arrive at Otego by 9:30 A. M.

1648—From Emmon's Station, by West Davenport, Davenport Centre, Davenport, North Kortright and Harpersfield, to Stamford, twenty-six miles and back, six times a week, with a branch from Davenport Centre to East Meredith, three miles once a week. Leave Emmon's Station daily, except Sunday, at 1:30 P. M.; arrive at Stamford by 7 P. M. Leave Stamford daily, except Sunday, at 5 A. M.; arrive at Emmon's Station by 11:30 A. M.; East Meredith to be supplied with the mail on Saturdays in close connection with main route.

1649—From Richmondville, by Summit, Jefferson and South Jefferson, to Stamford, nineteen miles and back, six times a week. Leave Richmondville daily, except Sunday, at 11 A. M.; arrive at Stamford by 3:30 P. M. Leave Stamford daily, except Sunday, at 4 P. M.; arrive at Richmondville by 8:30 P. M.

1650—From Summit, by Eminence, West Fulton and Fultonham, to Middleburg, twenty-one miles and back, once a week, with one additional weekly trip to West Fulton and Middleburg. Leave Summit Saturday at 1 P. M.; arrive at West Fulton by 5 P. M. Leave West Fulton Saturday at 8 A. M.; arrive at Summit by 12 M. Leave West Fulton Tuesday and Friday at 8 A. M.; arrive at Middleburg by 11 A. M. Leave Middleburg Tuesday and Friday at 3 P. M.; arrive at West Fulton by 6 P. M.

1651—From Middleburg, by Breakabeen, North Blenheim, Mine Kill Falls and Gilboa, to Moresville, twenty-three miles and back, three times a week to Gilboa and six times a week the residue. Leave Middleburg Tuesday, Thursday and Saturday at 11 A. M.; arrive at Gilboa by 4 P. M. Leave Gilboa Monday, Wednesday and Friday at 8:30 A. M.; arrive at Middleburg by 1 P. M. Leave Gilboa daily, except Sunday, at 4 P. M.; arrive at Moresville by 5 P. M. Leave Moresville daily, except Sunday, at 12 M.; arrive at Gilboa by 1 P. M.

1652—From Black Brook, by Wilmington, to North Elba, twenty miles and back, once a week. Leave Black Brook Friday at 10:30 A. M.; arrive at North Elba by 4:30 P. M.; leave North Elba Saturday at 8 A. M.; arrive at Black Brook by 2 P. M. Proposals for a second weekly trip to Wilmington are invited.

1653—From Truxton, by Chedingo, South Cuyler and Taylor Centre, to Taylor, fifteen miles and back, once a week. Leave Truxton Tuesday at 6 A. M.; arrive at Taylor by 10:30 A. M.; leave Taylor Tuesday at 2 P. M.; arrive at Truxton by 6:30 P. M.

1654—From Haskinville to Cohocton, seven miles and back, once a week. Leave Haskinville Friday at 9:30 A. M.; arrive at Cohocton by 11:30 A. M.; leave Cohocton Friday at 4:15 P. M.; arrive at Haskinville by 6:15 P. M.

1655—From Cayuta, by Van Etten, to Van Ettenville, ten miles and back, three times a week. Leave Cayuta Tuesday, Thursday and Saturday at 9 A. M.; arrive at Van Ettenville by 12 M.; leave Van Ettenville Tuesday, Thursday and Saturday at 2 P. M.; arrive at Cayuta by P. M.

1656—From Hale's Eddy, N. Y., by New-Baltimore (Penn.) and Danville, to Harmony Centre, twelve miles and back, once a week. Leave Hale's Eddy Saturday at 7 A. M.; arrive at Harmony Centre by 11 A. M. Leave Harmony Centre Saturday at 4:30 P. M.; arrive at Hale's Eddy by 7:30 P. M.

1657—From Watertown, by Burr's Mills, East Rodman and Barnes' Corners to Montague twenty miles and back, six times a week to Barnes' Corners, and twice a week the residue. Leave Watertown daily, except Sunday, at 2 P. M.; arrive at Barnes' Corners by 5 P. M. Leave Barnes' Corners daily, except Sunday, at 8 A. M.; arrive at Watertown by 11 A. M. Leave Barnes' Corners Tuesday and Friday at 5:15 P. M.; arrive at Montague by 7:15 P. M. Leave Montague Wednesday and Saturday at 6 A. M.; arrive at Barnes' Corners by 8 A. M.

1658—From Cortland Village, by Virgil and Creswell, to Homer, fourteen miles and back, once a week. Leave Cortland Village Saturday at 3 P. M.; arrive at Homer by 7 P. M. Leave Homer Saturday at 8 A. M.; arrive at Cortland Village by 12 M.

1659—From Port Chester, by White Plains and Elmsford, to Tarrytown, thirteen and a half miles, six times a week. Leave Port Chester daily, except Sunday, at 7 A. M.; arrive at Tarrytown by 10 A. M. Leave Tarrytown daily, except Sunday, at 3 P. M.; arrive at Port Chester by 6 P. M.

1660—From Pine Lake, by Newkirk's Mills, Rockwood, Keck's Centre, and Sammonsville, to Fonda nineteen and a half miles and back, once a week. Leave Pine Lake Friday at 7 A. M.; arrive at Fonda by 11 A. M. Leave Fonda Saturday at 12 M.; arrive at Pine Lake by 5 P. M.

1661—From Burke, by Burke Centre, to Thayer's Corners, three miles and back, three times a week, in close connection with railroad mail trains.

1662—From Stockholm Depot, by Stockholm, to Stockholm Centre, four and a half miles and back, six times a week, in close connection with railroad mail trains.

1663—From Ellicottsville to Machias, fifteen miles and back, once a week. Leave Ellicottsville Saturday at 7 A. M.; arrive at Machias at 11 A. M. Leave Machias Saturday at 2 P. M.; arrive at Ellicottsville by 6 P. M.

1664—From Homer, by Scott, Spafford and Borodino, to Skaneateles, twenty-five miles and back, once a week. Leave Homer Friday at 10 A. M.; arrive at Skaneateles by 5 P. M. Leave Skaneateles Saturday at 10 A. M.; arrive at Homer by 5 P. M. Proposals for two and also for three trips per week are invited.

1665—From Springville, by Sardinia and Yorkshire, to Arcade, thirteen miles and back, six times a week. Leave Springville daily, except Sunday, at 8 A. M.; arrive at Arcade by 11 A. M. Leave Arcade daily, except Sunday, at 6 P. M.; arrive at Springville by 9 P. M.

1666—From Windham Centre, by Hensonville and Big Hollow, to East Jewett, eight and a half miles and back, once a week. Leave Windham Centre Saturday at 4 P. M.; arrive at East Jewett by 7 P. M. Leave East Jewett Saturday at 1 P. M.; arrive at Windham Centre by 3 P. M.

1667—From Lexington, by West Kill and Bushnellsville, to Shandaken, twelve miles and back, twice a week. Leave Lexington Monday and Thursday at 8:30 A. M.; arrive at Shandaken by 11 A. M. Leave Shandaken Monday and Thursday at 12:30 P. M.; arrive at Lexington by 3 P. M.

1668—From Bovina Valley, by Brushland, to Bovina, five miles and back, six times a week. Leave Bovina Valley daily, except Sunday, at 1:30 P. M.; arrive at Bovina by 3:45 P. M. Leave Bovina daily, except Sunday, at 9:30 A. M.; arrive at Bovina Valley by 11 A. M.

1669—From Shokan, by Olive Bridge, to Samsonville, nine miles and back, three times a week. Leave Shokan Tuesday, Thursday and Saturday at 9 A. M.; arrive at Samsonville by 11:30 A. M. Leave Samsonville Tuesday, Thursday and Saturday at 1 P. M.; arrive at Shokan by 3:30 P. M.

1670—From Napanock, by Lackawack, Eureka and Grahamsville, to Claryville, twenty miles and back, six times a week to Grahamsville, and three times a week the residue. Leave Napanock daily, except Sunday, at 3 P. M.; arrive at Grahamsville by 6 P. M. Leave Grahamsville daily, except Sunday, at 5 A. M.; arrive at Napanock by 8 A. M. Leave Grahamsville Tuesday, Thursday and Saturday at 8 A. M.; arrive at Claryville by 10 A. M. Leave Claryville Tuesday, Thursday and Saturday at 2 P. M.; arrive at Grahamsville by 4 P. M.

1671—From Parksville, by Morsston and Purvis, to Rockland, thirteen miles and back, twice a week, with a branch from Purvis, by Beaver Kill, to Shin Creek, nine miles and back, twice a week. Leave Parksville Tuesday and Saturday at 1 P. M.; arrive at Rockland by 4:30 P. M. Leave Rockland Tuesday and Saturday at 7 A. M.; arrive at Parksville by 10:30 A. M. Leave Purvis Tuesday and Saturday at 3 P. M.; arrive at Shin Creek by 6 P. M. Leave Shin Creek Tuesday and Saturday at 6 A. M.; arrive at Purvis by 9 A. M.

1672—From Parksville, by Debruce, to Willowemoc, eighth miles and back, once a week. Leave Parksville Monday at 8 A. M.; arrive at Willowemoc by 10 A. M. Leave Willowemoc Monday at 12 M.; arrive at Parksville by 2 P. M.

1673—From Cochecton, by Fosterdale, Bethel, White Lake and Mongaup Valley, to Monticello twenty-two miles and back, three times a week to Bethel and six times a week the residue. Leave Cochecton Monday, Wednesday and Friday at 5 P. M.; arrive at Bethel by 7:30 P. M. Leave Bethel Monday, Wednesday and Friday at 7:30 A. M.; arrive at Cochecton by 10 A. M. Leave Bethel daily, except Sunday, at 7 A. M.; arrive at Monticello by 10 A. M. Leave Monticello daily, except Sunday, at 5 P. M.; arrive at Bethel by 8 P. M.

1674—From Cochecton, by Pike Pond, Jeffersonville, Youngsville and Robertsonville, to Liberty, twenty-four miles and back, three times a week. Leave Cochecton Monday, Wednesday and Friday at 1 P. M.; arrive at Jeffersonville by 4 P. M. Leave Jeffersonville Monday, Wednesday and Friday at 8 A. M.; arrive at Cochecton by 11 A. M. Leave Jeffersonville Tuesday, Thursday and Saturday at 7:30 A. M.; arrive at Liberty by 11 A. M. Leave Liberty Tuesday, Thursday and Saturday at 1 P. M.; arrive at Jeffersonville by 4:30 P. M.

1675—From Callicoon Depot, by North Branch and Callicoon, to Rockland, nineteen miles and back, twice a week. Leave Callicoon Depot Tuesday and Saturday at 1 P. M.; arrive at Rockland by 6 P. M. Leave Rockland Tuesday and Saturday at 6 A. M.; arrive at Callicoon Depot by 11 A. M.

1676—From Barryville, by Lumberland, to Beaver Brook, nine and a half miles and back, twice a week. Leave Barryville Tuesday and Saturday at 8 A. M.; arrive at Beaver Brook by 11 A. M. Leave Beaver Brook Tuesday and Saturday at 1 P. M.; arrive at Barryville by 4 P. M.

1677—From Hartwood, by Forestburg, to Lebanon Lake, seven miles and back, three times a week. Leave Hartwood Tuesday, Thursday, and Saturday, at 3 P. M.; arrive at Lebanon Lake by 5 P. M. Leave Lebanon Lake Tuesday, Thursday, and Saturday, at 8 A. M.; arrive at Hartwood by 10 A. M.

1678—From Liberty Falls, by Liberty, to Parksville, six miles and back, six times a week. Leave Liberty Falls daily, except Sunday, at 4 P. M.; arrive at Parksville by 5:30 P. M. Leave Parksville daily, except Sunday, at 7 A. M.; arrive at Liberty Falls by 8:30 A. M.

1679—From Woodbourne, by Fallsburg, to Fallsburg Station, four miles and back, six times a week, in close connection with railroad mail trains.

1680—From Woodbourne, by Hasbrouck, to Neversink, seven miles and back, three times a week. Leave Woodbourne Tuesday, Thursday, and Saturday at 1 P. M.; arrive at Neversink by 3 P. M. Leave Neversink Tuesday, Thursday and Saturday at 10 A. M.; arrive at Woodbourne by 12 M.

1681—From Ellenville, by Greenfield and Dairyland, to Woodbourne, twelve and a half miles and back, twice a week. Leave Ellenville Tuesday and Saturday at 5 P. M.; arrive at Woodbourne by 8 P. M. Leave Woodbourne Tuesday and Saturday at 1 P. M.; arrive at Ellenville by 3:30 P. M.

1682—From Middletown, by Well's Corners, to Minisink, twelve miles and back, twice a week. Leave Middletown Monday and Friday at 11 A. M.; arrive at Minisink by 2 P. M. Leave Minisink Monday and Friday at 2:30 P. M.; arrive at Middletown by 5:30 P. M.

1683—From Monticello, by Bridgeville, to Glen Wild, seven miles and back, six times a week to Bridgeville, and twice a week the residue. Leave Monticello daily, except Sunday, at 3 P. M.; arrive at Bridgeville by 5 P. M. Leave Bridgeville daily, except Sunday, at 12 M.; arrive at Monticello by 2 P. M. Leave Bridgeville Tuesday and Saturday at 5 P. M.; arrive at Glen Wild by 6 P. M. Leave Glen Wild Tuesday and Saturday at 6:15 P. M.; arrive at Bridgeville by 7 P. M.

1684—From Trumansburg to Searsburg, four miles and back, twice a week. Leave Trumansburg Wednesday and Saturday at 4 P. M.; arrive at Searsburg by 5 P. M. Leave Searsburg Wednesday and Saturday at 10 A. M.; arrive at Trumansburg by 11 A. M.

1685—From Cannonsville, by Trout Creek and East Masonville, to Unadilla, eighteen miles and back, once a week. Leave Cannonsville Friday at 10 A. M.; arrive at Unadilla by 5 P. M. Leave Unadilla Saturday at 10 A. M.; arrive at Cannonsville by 5 P. M.

1686—From Newark Valley, by Ketchumville and Lamb's Corners, to Whitney's Point, seventeen miles and back, three times a week. Leave Newark Valley Tuesday, Thursday and Saturday at 7 A. M.; arrive at Whitney's Point by 12 M. Leave Whitney's Point Tuesday, Thursday and Saturday at 2 P. M.; arrive at Newark Valley by 7 P. M.

1687—From Elmira, by Southport, Webb's Mills, Seeley Creek and French Mills, (Penn.,) to Daggett's Mills, thirteen miles and back, six times a week. Leave Elmira daily, except Sunday, at 6 A. M.; arrive at Daggett's Mills by 11 A. M. Leave Daggett's Mills daily, except Sunday, at 2 P. M.; arrive at Elmira by 7 P. M.

1688—From Mayville, by Hartfield, DeWittville, Bemus Point and Fluvanna, to Jamestown, twenty-two and a half miles and back, six times a week. Leave Mayville daily, except Sunday, at 1 P. M.; arrive at Jamestown by 6 P. M. Leave Jamestown daily, except Sunday, at 7 A. M.; arrive at Mayville by 12 M.

1689—From Delhi, by Meredith, Oneont, and North Franklin, to Oneonta, twenty-one miles and back, three times a week. Leave Delhi Tuesday, Thursday, and Saturday at 6 A. M.; arrive at Oneonta by 11 A. M. Leave Oneonta Tuesday, Thursday, and Saturday, at 1 P. M.; arrive at Delhi by 6 P. M.

1690—From Manorville, by Speonk, to West Hampton, eleven and a half miles and back, once a week. Leave Manorville Tuesday at 12 M.; arrive at West Hampton by 4 P. M. Leave West Hampton Tuesday at 8 A. M.; arrive at Manorville by 11 A. M.

1691—From Livonia Station, by Livonia, Hemlock Lake, and Honeoye, to Canadice, thirteen and a half miles and back, six times a week to Honeoye, and three times a week the residue. Leave Livonia Station daily, except Sunday, at 12 M.; arrive at Honeoye by 2:30 P. M. Leave Honeoye daily, except Sunday, at 7 A. M.; arrive at Livonia Station by 9:30 A. M. Leave Honeoye Monday, Wednesday, and Friday at 3 P. M.; arrive at Canadice by 4:30 P. M. Leave Canadice Monday, Wednesday, and Friday at 5 P. M.; arrive at Honeoye by 6:30 P. M.

1692—From Downsville to Hamden, eleven miles and back, three times a week. Leave Downsville Monday, Wednesday, and Friday at 6 A. M.; arrive at Hamden by 9 A. M. Leave Hamden Monday, Wednesday, and Friday at 3 P. M.; arrive at Downsville by 6 P. M.

1693—From West Hurley, by Woodstock, to Bearsville, seven miles and back, three times a week. Leave West Hurley Tuesday, Thursday, and Saturday at 8 A. M.; arrive at Bearsville by 10 A. M. Leave Bearsville Tuesday, Thursday, and Saturday at 11:30 A. M.; arrive at West Hurley by 1:30 P. M.

1694—From Geneva, by Dey's Landing, Dresden, Willard, Ovid, DeMott, Lodi, North Hector, and Glenora, to Watkins, sixty-five miles and back, six times a week, in steam-boats, including all side service, and by a schedule satisfactory to the Department.

1695—From Lockport, by Coomer and Maple-st., to Wilson, fifteen miles and back, three times a week. Leave Lockport Monday, Thursday, and Saturday at 3 P. M.; arrive at Wilson by 8 P. M. Leave Wilson Monday, Thursday and Saturday at 7 A. M.; arrive at Lockport by 12 M.

1696—From New-Berlin, by Columbus, to Sherburne, eleven miles and back, six times a week. Leave New-Berlin daily, except Sunday, at 8 A. M.; arrive at Sherburne by 11 A. M. Leave Sherburne daily, except Sunday, at 2 P. M.; arrive at New-Berlin by 5 P. M.

1697—From Schenevus, by Fergusonville and Davenport, to West Kortwright, twelve and a half miles and back, six times a week to Fergusonville and three times the residue. Leave Schenevus daily, except Sunday, at 12 M.; arrive at Fergusonville by 1:30 P. M. Leave Fergusonville daily, except Sunday, at 9:30 A. M.; arrive at Schenevus by 11 A. M. Leave Fergusonville Tuesday, Thursday and Saturday at 1:30 P. M.; arrive at West Kortwright by 3:30 P. M. Leave West Kortwright Tuesday, Thursday and Saturday at 7:30 A. M.; arrive at Fergusonville by 9:30 A. M.

1698—From Little Falls, by Ingham's Mills, to Brockett's Bridge, nine miles and back, six times a week. Leave Little Falls daily, except Sunday, at 2 P. M.; arrive at Brockett's Bridge by 5 P. M. Leave Brockett's Bridge daily, except Sunday, at 7:30 A. M.; arrive at Little Falls by 11 A. M.

1699—From Cassadaga Station, by Stockton, to Oregon, six miles and back, twelve times a week to Stockton, and three times a week the residue. Leave Cassadaga Station daily, except Sunday, at 10 A. M. and 4 P. M.; arrive at Stockton by 10:30 A. M. and 4:30 P. M. Leave Stockton daily, except Sunday, at 8:30 A. M. and 2:30 P. M.; arrive at Cassadaga Station by 9 A. M. and 3 P. M. Leave Stockton Tuesday, Thursday and Saturday at 4:40 P. M.; arrive at Oregon by 6 P. M. Leave Oregon Tuesday, Thursday and Saturday at 1 P. M.; arrive at Stockton by 2:30 P. M.

1700—From Oswego, by Oswego Centre and North Hannibal, to Hannibal, eleven miles and back, three times a week. Leave Oswego Monday, Wednesday and Friday at 3 P. M.; arrive at Hannibal by 6 P. M. Leave Hannibal Monday, Wednesday and Friday at 7 A. M.; arrive at Oswego by 10 A. M.

1701—From Monticello, by Bushville, Stevensville, Briscoe, Jeffersonville, Beech Wood and Fall's Mills, to Callicoon Depot, twenty-eight miles and back, three times a week to Jeffersonville, and six times a week the residue. Leave Monticello Monday, Wednesday and Friday at 3:30 P. M.; arrive at Jeffersonville by 7:30 P. M. Leave Jeffersonville Tuesday, Thursday and Saturday at 6:30 A. M.; arrive at Monticello by 10:30 A. M. Leave Jeffersonville daily, except Sunday, at 8 A. M.; arrive at Callicoon Depot by 10:30 A. M. Leave Callicoon Depot daily, except Sunday, at 2:30 P. M.; arrive at Jeffersonville by 5 P. M.

1702—From Randolph, by East Randolph and Napoli, to Little Valley, twelve and a half miles and back, six times a week. Leave Randolph daily, except Sunday, at 6 A. M.; arrive at Little Valley by 9 A. M. Leave Little Valley daily, except Sunday, at 2 P. M.; arrive at Randolph by 5 P. M.

1702—From Greenport, by East Marion, to Orient, six miles and back, six times a week. Leave Greenport daily, except Sunday, at 1 P. M., or on arrival of New-York mail; arrive at Orient by 2:30 P. M. Leave Orient daily, except Sunday, at 10:30 A. M.; arrive at Greenport by 12 M.

1704—From Summit Station, by Apulia, Fabius and Keeney's Settlement, to Cuyler, thirteen miles and back, six times a week. Leave Summit Station daily, except Sunday, at 12 M.; arrive at Cuyler by 3 P. M. Leave Cuyler daily, except Sunday, at 7 A. M.; arrive at Summit Station by 10 A. M.

1705—From Roslyn Depot, by Roslyn, to Port Washington, six miles and back, six times a week. Leave Roslyn Depot daily, except Sunday, at 11 A. M.; arrive at Port Washington by 12:30 P. M. Leave Port Washington daily, except Sunday, at 1:30 P. M.; arrive at Roslyn Depot by 3 P. M.

1706—From Oswego Falls, by Bowen's Corners and South Hannibal, to Hannibal Centre, twelve miles and back, three times a week. Leave Oswego Falls Monday, Wednesday and Friday at 4 P. M.; arrive at Hannibal Centre by 7 P. M. Leave Hannibal Centre Monday, Wednesday and Friday at 6 A. M.; arrive at Oswego Falls by 9 A. M.

1707—From Lacona, by Boylston Centre, to East Boylston, eleven miles and back, twice a week. Leave Lacona Tuesday and Saturday at 10 A. M.; arrive at East Boylston by 1 P. M. Leave East Boylston Tuesday and Saturday at 3 P. M.; arrive at Lacona by 6 P. M.

1708—From Pine Island, by Amity, to Glenwood, four and a half miles and back, three times a week, in close connection with railroad mail trains, on Tuesdays, Thursdays and Saturdays.

1709—From Warwick to Edenville, three miles and back, twice a week. Leave Warwick Tuesday and Saturday at 12 M.; arrive at Edenville by 1 P. M. Leave Edenville Tuesday and Saturday, at 9:45 A. M.; arrive at Warwick by 10:45 A. M.

1710—From Philadelphia to Sterlingville, four miles and back, six times a week, in close connection with railroad mail trains.

1711—From Richland, by Orwell, to Molino, five and a half miles and back, six times a week to Orwell, and three times a week the residue. Leave Richland daily, except Sunday, at 10:25 A. M.; arrive at Orwell by 11:25 A. M. Leave Orwell daily, except Sunday, at 8:25 A. M.; arrive at Richland by 9:25 A. M. Leave Orwell Tuesday, Thursday and Saturday, at 11:30 A. M.; arrive at Molino by 12:25 P. M. Leave Molino Tuesday, Thursday and Saturday, at 7:30 A. M.; arrive at Orwell by 8:20 A. M.

1712—From Alder Creek Depot, by Alder Creek, to Forest Port, two and three-fourths miles and back, six times a week, in close connection with railroad mail trains.

1713—From Goram, by Stanley Corners, to Gorham Station, three miles and back, six times a week, in close connection with railroad mail trains.

1714—From Holland Patent, by Steuben, to Big Brook, eight and a half miles and back, three times a week. Leave Holland Patent Tuesday, Thursday, and Saturday at 7 P. M.; arrive at Big Brook by 9 P. M. Leave Big Brook Tuesday, Thursday, and Saturday at 12 M.; arrive at Holland Patent by 3 P. M.

1715—From Scriba to Oswego, four miles and back, six times a week. Leave Scriba daily, except Sunday, at 9 A. M.; arrive at Oswego by 10 A. M. Leave Oswego daily, except Sunday, at 11 A. M.; arrive at Scriba by 12 M.

1716—From Rouse's Point, by Coopersville, to Chazy, ten miles and back, six times a week. Leave Rouse's Point daily, except Sunday, at 12 M.; arrive at Chazy by 2 P. M. Leave Chazy daily, except Sunday, at 8 A. M.; arrive at Rouse's Point by 10 A. M.

1717—From East Chatham, by Canaan, to Canaan Centre, four miles and back, six times a week, in close connection with railroad mail trains.

1718—From Cobleskill, by Mineral Springs, to East Cobleskill, 5¼ miles and back, six times a week. Leave Cobleskill daily, except Sunday, at 11:30 A. M.; arrive at East Cobleskill by 1 P. M.; leave East Cobleskill daily, except Sunday, at 9 A. M.; arrive at Cobleskill by 10:30 A. M.

1719—From East Line, by Malta, to Maltaville, four miles and back, six times a week, in close connection with railroad mail trains.

1720—From Knox, by West Township, to Knowersville six miles and back, six times a week. Leave Knox daily, except Sunday, at 1 P. M.; arrive at Knowersville by 3 P. M.; leave Knowersville daily, except Sunday, at 3 P. M.; arrive at Knox by 5 P. M.

1721—From Spencerport, by Parma, and Parma Centre to North Parma, seven miles and back, six times a week. Leave Spencerport daily, except Sunday, at 6 P. M.; arrive at North Parma by 8 P. M.; leave North Parma daily, except Sunday, at 7 A. M.; arrive at Spencerport by 9 A. M.

1722—From Rochester, by Hanford's Landing, Greece and West Greece, to North Greece, thirteen and a half miles and back, six times a week. Leave Rochester daily, except Sunday, at 2 P. M.; arrive at North Greece by 5:30 P. M. Leave North Greece daily, except Sunday, at 7:30 A. M.; arrive at Rochester by 11 A. M.

1723—From Berkshire, by Wilson Creek and East Berkshire, to Centre Lisle, twelve miles and back, once a week. Leave Berkshire Saturday at 8 A. M.; arrive at Centre Lisle by 12 M. Leave Centre Lisle Saturday at 2 P. M.; arrive at Berkshire by 6 P. M.

1724—From Hadley to Creek Centre, ten miles and back, once a week. Leave Hadley Saturday at 11 A. M.; arrive at Creek Centre by 1 P. M. Leave Creek Centre Saturday at 2 P. M.; arrive at Hadley by 4 P. M.

1725—From Hamburg, by Water Valley and Eden Valley, to Eden Valley, five and three-quarters miles and back, three times a week. Leave Hamburg Monday, Wednesday and Saturday at 5 P. M.; arrive at Eden by 6:30 P. M. Leave Eden Monday, Wednesday and Saturday at 7 A. M.; arrive at Hamburg by 8:30 A. M.

1726—From Victory, by Westbury, to Red Creek, seven miles and back, six times a week. Leave Victory, daily, except Sunday, at 7 A. M.; arrive at Red Creek by 8:30 A. M. Leave Red Creek daily, except Sunday, at 3 P. M.; arrive at Victory by 4:30 P. M.

1727—From Forestville, by Arkwright Summit, Hamlet, Villanova Cherry Creek, and Clear Creek, to Kennedy, twenty-eight and a half miles and back, three times a week. Leave Forestville Tuesday, Thursday, and Saturday at 8 A. M.; arrive at Kennedy by 4 P. M. Leave Kennedy Monday, Wednesday, and Friday at 8 A. M.; arrive at Forestville by 4 P. M.

1728—From Bangall, by Hull's Mills and City, to Amenia, eleven miles and back, twice a week. Leave Bangall Wednesday and Saturday at 8 A. M.; arrive at Amenia by 11 A. M. Leave Amenia Wednesday and Saturday at 12 M.; arrive at Bangall by 3 P. M.

1729—From Norman's Kill, by New-Scotland, New-Salem, Wolf Hill and East Berne, to Berne, eighteen miles and back twice a week. Leave Norman's Kill Tuesday and Saturday at 9 A. M.; arrive at Berne by 1 P. M. Leave Berne Monday and Friday at 10 A. M.; arrive at Norman's Kill by 3 P. M.

1730—From Elmer Station, by Elma and Marilla, to Williston, nine and a half miles and back, three times a week. Leave Elma Station Tuesday, Thursday and Saturday at 10 A. M.; arrive at Williston by 12 M. Leave Williston Tuesday, Thursday and Saturday at 7 A. M.; arrive at Elma Station by 9 A. M. Proposals for six-time-a-week service are invited.

1731—From Utica to New-York Mills, four miles and back, six times a week. Leave Utica daily, except Sunday, at 4 P. M.; arrive at New-York Mills by 5 P. M. Leave New-York Mills daily, except Sunday, at 8 A. M.; arrive at Utica by 9 A. M.

1732—From Belmont to Phillip's Creek, eight miles and back, once a week. Leave Belmont Saturday at 1:30 P. M.; arrive at Phillip's Creek by 4 P. M. Leave Phillip's Creek Saturday at 10 A. M.; arrive at Belmont by 12:30 P. M.

1733—From Birdsall to Whitney's Crossing, eight miles and back, once a week. Leave Birdsall Saturday at 10 A. M.; arrive at Whitney's Crossing by 12:30 P. M. Leave Whitney's Crossing Saturday at 2 P. M.; arrive at Birdsall by 4:30 P. M.

1734—From West Almond to Almond, eight miles and back, once a week. Leave West Almond Saturday at 9 A. M.; arrive at Almond by 11:30 A. M. Leave Almond Saturday at 2:30 P. M.; arrive at West Almond by 5 P. M. Proposals for a second weekly trip are invited.

1735—From Randolph, by Conewango, Leon and New-Albion, to Cattaraugus, twenty-two miles and back, three times a week. Leave Randolph Monday, Wednesday and Friday at 2:30 P. M.; arrive at Cattaraugus by 8:30 P. M. Leave Cattaraugus Tuesday, Thursday and Saturday at 8 A. M.; arrive at Randolph by 2 P. M.

1736—From Horseheads to Sullivansville, four and a half miles and back, once a week. Leave Horseheads Saturday at 3 P. M.; arrive at Sullivansville by 4 P. M.; leave Sullivansville Saturday at 9 A. M.; arrive at Horseheads by 10 A. M. Proposals for a second weekly trip are invited.

1737—From Horseheads to Breesport, six miles and back, six times a week. Leave Horseheads daily, except Sunday, at 4:30 P. M.; arrive at Breesport by 6 P. M.; leave Breesport daily, except Sunday, at 7:30 A. M.; arrive at Horseheads by 9 A. M.

1738—From Milford, by Westville, Middlefield, Pleasant Brook, and Roseboom, to Cherry Valley, nineteen miles and back, three times a week. Leave Milford Monday, Wednesday and Friday at 2 P. M.; arrive at Cherry Valley by 6:30 P. M. Leave Cherry Valley Tuesday, Thursday and Saturday at 8 A. M.; arrive at Milford by 12:30 P. M.

1739—From Schenectady, by Rynex Corners, to Mariaville, twelve miles and back, three times a week. Leave Schenectady Tuesday, Thursday and Saturday at 2½ P. M.; arrive at Mariaville by 5:30 P. M. Leave Mariaville Tuesday, Thursday and Saturday at 8 A. M.; arrive at Schenectady by 11 A. M.

1740—From Cuba, by Seymour and Black Creek, to New-Hudson, ten miles and back, three times a week. Leave Cuba Tuesday, Thursday and Saturday at 2:30 P. M.; arrive at New-Hudson by 5:30 P. M. Leave New-Hudson Tuesday, Thursday and Saturday at 8 A. M.; arrive at Cuba by 11 A. M.

1741—From Tivoli, by Elizaville, Jackson's Corners and Mount Ross, to Pine Plains, eighteen and a half miles and back, three times a week. Leave Tivoli Tuesday, Thursday and Saturday at 12:15 P. M.; arrive at Pine Plains by 7 P. M. Leave Pine Plains Tuesday, Thursday and Saturday at 7 A. M.; arrive at Tivoli by 10:45 A. M.

1742—From Greenport to Shelter Island, four miles and back, six times a week. Leave Greenport daily, except Sunday, at 2 P. M.; arrive at Shelter Island by 3:30 P. M. Leave Shelter Island daily, except Sunday, at 12 M.; arrive at Greenport by 1:30 P. M.

1743—From Hunter, by Lanesville to Phœnicia, fourteen miles and back, twice a week. Leave Hunter Monday and Friday at 7 A. M.; arrive at Phœnicia by 11 A. M. Leave Phœnicia Monday and Friday at 2 P. M.; arrive at Hunter by 6 P. M.

1744—From Oswego, by Lansing, South Scriba and North Volney, to Vermillion, thirteen miles and back, once a week. Leave Oswego Saturday at 2:30 P. M.; arrive at Vermillion by 6:30 P. M. Leave Vermillion Saturday at 9 A. M.; arrive at Oswego by 1 P. M.

1745—From Munsville Station, by Knoxborough and Augusta, to Oriskany Falls, nine miles and back, six times a week. Leave Munsville Station daily, except Sunday, at 12:15 P. M., or on arrival of cars; arrive at Knoxborough by 1 P. M. Leave Knoxborough daily, except Sunday, at 9 A. M.; arrive at Munsville Station by 10 A. M. Leave Knoxborough daily, except Sunday, at 8 A. M.; arrive at Oriskany Falls by 9:30 A. M. Leave Oriskany Falls daily, except Sunday, at 10:30 A. M., or on arrival of cars; arrive at Knoxborough by 1 P. M.

1746—From Newport, by Norway, to Gray, eight miles and back, three times a week. Leave Newport Tuesday, Thursday and Saturday at 5 P. M.; arrive at Gray by 7:30 P. M. Leave Gray Tuesday, Thursday and Saturday at 1 P. M.; arrive at Newport by 3 P. M.

1747—From Gardiner, by Modena, to Clintondale, six and a half miles and back, six times a week. Leave Gardiner daily, except Sunday, at 1:30 P. M.; arrive at Clintondale by 3 P. M. Leave Clintondale daily, except Sunday, at 10 A. M.; arrive at Gardiner by 12 M.

1748—From Monticello, by Thompsonville, to Fallsburg Station, seven miles and back, six times a week, in close connection with mail trains on the New-York and Oswego Midland Railroad.

1749—From Adams, by Bishop-street, to Henderson, ten miles and back, six times a week. Leave Adams daily, except Sunday, at 4 P. M.; arrive at Henderson by 6:30 P. M. Leave Henderson daily, except Sunday, at 8 A. M.; arrive at Adams by 10:30 A. M.

1750—From Gowanda to Collins Centre, six miles and back, three times a week. Leave Gowanda Tuesday, Thursday and Saturday at 11½ A. M.; arrive at Collins Centre by 2 P. M. Leave Collins Centre Tuesday, Thursday and Saturday at 9 A. M.; arrive at Gowanda by 11 A. M.

1751—From Willsborough to Willsborough Point, four and a half miles and back, three times a week. Leave Willsborough Tuesday, Thursday and Saturday at 5½ P. M.; arrive at Willsborough Point by 6½ P. M. Leave Willsborough Point Tuesday, Thursday and Saturday at 4 P. M.; arrive at Willsborough by 5 P. M.

1752—From Lamson's, by Phœnix, to Pennellville, nine miles and back, six times a week. Leave Lamson's daily, except Sunday, at 9 A. M.; arrive at Pennellville by 11 A. M. Leave Pennellville daily, except Sunday, at 1 P. M.; arrive at Lamson's by 3 P. M.

1753—From Lake George, by Bolton, Hague and Ticonderoga, to Fort Ticonderoga, forty miles and back, six times a week, in steam-boats from June 1 to Sept. 30, and by a schedule satisfactory to the Department.

1754—From Masonville, by East Masonville, to Sidney Centre, seven miles and back, three times a week. Leave Masonville Monday, Wednesday and Friday at 2 P. M.; arrive at Sidney Centre by 4 P. M. Leave Sidney Centre Monday, Wednesday and Friday at 9 A. M.; arrive at Masonville by 11 A. M.

1755—From Port Leyden to Moose River, eleven miles and back, once a week. Leave Port Leyden Saturday at 2 P. M.; arrive at Moose River by 5 P. M. Leave Moose River Saturday at 7 A. M.; arrive at Port Leyden by 10 A. M. Proposals for twice-a-week service are invited.

1756—From Franklinville to Elgin, six miles and back, three times a week. Leave Franklinville Elgin, six miles and back three times a week. Leave Franklinville Tuesday, Thursday, and Saturday at 2 P. M.; arrive at Elgin by 3:30 P. M. Leave Elgin Tuesday, Thursday, and Saturday at 9 A. M.; arrive at Franklinville by 10:30 A. M.

1757—From Windham Centre to Jewett, five miles and back, three times a week. Leave Windham Centre Tuesday, Thursday and Saturday, at 3 P. M.; arrive at Jewett by 4:30 P. M. Leave Jewett Tuesday, Thursday and Saturday at 9 A. M.; arrive at Windham Centre by 10:30 A. M. Proposals for six times a week service are invited.

1758—From Downsville, by Butternut Grove and Fremont Centre, to Hankins, twenty-six miles and back, once a week. Leave Downsville Friday at 11 A. M.; arrive at Hankins by 6 P. M. Leave Hankins Saturday at 10 A. M.; arrive at Downsville at 6 P. M.

1759—From Cuyler, by New-Boston, to Taylor, thirteen miles and back, once a week. Leave Cuyler Saturday at 11 A. M.; arrive at Taylor by 2 P. M. Leave Taylor Saturday at 3 P. M.; arrive at Cuyler by 6 P. M.

1760—From Hedgesville to Rathboneville, five miles and back, twice a week. Leave Hedgesville Tuesday and Friday at 8:30 A. M.; arrive at Rathboneville by 10 A. M. Leave Rathboneville Tuesday and Friday at 11 A. M.; arrive at Hedgesville by 12:30 P. M.

1761—From Pottersville to Bullbrook, (Adirondack P. O.,) eight miles and back, once a week. Leave Pottersville Saturday at 4 P. M.; arrive at Adirondack by 6 P. M. Leave Adirondack Saturday at 10 A. M.; arrive at Pottersville by 12 M.

1762—From Williamsburg to New-York, two miles and back, twenty-five times a week. The hours of departure and arrival of the mail to be designated by the Postmaster at Williamsburg.

1763—From Moscow, by Cuylerville, to Geneseo, five miles and back, six times a week, in close connection with railroad mail trains.

1764—From Martinsburg, by Glendale, to Glendale Station, (n. o.,) four miles and back, six times a week, in close connection with railroad mail trains.

1765—From Ellenville to Drownd Lands, six and a half miles and back, once a week. Leave Ellenville Saturday at 4 P. M.; arrive at Drownd Lands by 5:30 P. M. Leave Drownd Lands Saturday at 1 P. M.; arrive at Ellenville by 2:30 P. M.

1766—From Panama to North Clymer, five miles and back, six times a week, in close connection with railroad mail trains.

1767—From Broken Straw to Panama, five miles and back, six times a week, in close connection with railroad mail trains.

1768—From Middletown, by Circleville, Bullville Thompson Ridge and Searsville to Pine Bush, fifteen miles and back, six times a week. Leave Middletown daily, except Sunday, at 9 A. M.; arrive at Pine Bush by 12 M. Leave Pine Bush daily, except Sunday, at 2 P. M.; arrive at Middletown by 5 P. M.

1769—From Syracuse, by Plank Road, to Cicero, eight miles and back, six times a week. Leave Syracuse daily, except Sunday, at 4 P. M.; arrive at Cicero by 6 P. M. Leave Cicero daily, except Sunday, at 8 A. M.; arrive at Syracuse by 10 A. M.

FORM OF PROPOSAL, GUARANTEE AND CERTIFICATE.

PROPOSAL.

The undersigned, ——, whose post-office address is ——, County of ——, State of ——, proposes to convey the mails of the United States, from July 1, 1873, to June 30, 1877, on route No. ——, between —— and ——, under the advertisement of the Postmaster-General, dated Aug. 31, 1872, "with celerity, certainty and security," (law of June 8, 1872,) for the annual sum of —— dollars.

This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service; and, also, after careful examination of the laws and instructions attached to advertisement of mail service.

Dated ——. —— ——, Bidder.

Guarantee.

The undersigned, residing at ——, State of ——, undertake that, if the foregoing bid for carrying the mail on route No. —— be accepted by the Postmaster-General, the bidder will, prior to the 1st July, 1873, enter into the required obligation, or contract, to perform the service proposed, with good and sufficient sureties.

This we do, understanding distinctly the obligations and liabilities assumed by guarantors.

Dated —— —— ——

Certificate.

The undersigned, Postmaster at ——, State of ——, certifies under his oath of office that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee; and that bidder and guarantors are above the age of twenty-one years.

Bids of $5,000 and upward must be accompanied by a certified check or draft, on some solvent national bank, equal to five per centum on the present annual pay on the route; or, in case of new service, not less than five per centum of one year's pay proposed in bid. (Section 253, act of June 8, 1872.)

The Postmaster must not sign the certificate until the sum of the bid is inserted and the bid and guarantee signed by all the parties, and dated.

FORM OF PROPOSAL, &c.

OATH REQUIRED BY SECTION 246 OF AN ACT OF CONGRESS, APPROVED JUNE 8, 1872, TO BE AFFIXED TO EACH BID FOR CARRYING THE MAIL, AND TO BE TAKEN BEFORE AN OFFICER QUALIFIED TO ADMINISTER OATHS.

I, ——, of ——, bidder for conveying the mail on route No. ——, from —— to ——, do swear that I have the ability pecuniarily to fulfill my obligation as such bidder; that the bid is made in good faith, and with the intention to enter into contract and perform the service in case said bid shall be accepted; and that the signatures of the guarantors thereto are genuine, and that I believe the said guarantors to be pecuniarily responsible for and able to pay all damages the United States shall suffer by reason of my failing to perform my obligations as such bidder.

Sworn to and subscribed before me ——, for the —— of ——, this —— day of ——, A. D. 187—, and in testimony thereof I hereunto subscribe my name and affix my official seal the day and year aforesaid. —— [Seal.]

NOTE.—When the oath is taken before a Justice of the Peace, the certificate of the Clerk of a Court of Record should be added, under his seal of office, that the person who administered the oath is a duly qualified Justice of the Peace.

INSTRUCTIONS TO BIDDERS AND POSTMASTERS.

Containing also conditions to be incorporated in the contracts to the extent the Department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails.

2. On routes where the mode of conveyance admits of it, the special agents of the Post-office Department, also Post-office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. "Way bills" or receipts prepared by Postmasters or other agents of the Department, will accompany the mails, specifying the number and destination of the several bags, to be examined by the postmasters, to insure regularity in the delivery of bags and pouches.

4. No pay will be made for trips not performed; and for each of such omissions, if the failure be occasioned by the fault of the contractor or carrier, three times the pay of the trip will be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof, and the importance of the mail, may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of Postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a Post-office; for suffering it to be wet, injured, destroyed, robbed or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car or steam-boat on a route.

7. The Postmaster-General may annul the contract for repeated failures to run agreeably to contract; for violating the Post-office laws, or disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department to do so; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster-General may order an increase of service on a route by allowing therefor a *pro rata* increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with railroads, without increase of pay, provided the running time be not abridged. The Postmaster-General may also discontinue or curtail the service, in whole or in part, in order to place on the route superior service, or whenever the public interests, in his judgment, shall require such discontinuance or curtailment for any other cause; he allowing as full indemnity to contractor one month's extra pay on the amount of service dispensed with, and a *pro rata* compensation for the amount of service retained and continued.

9. Payments will be made by collections from, or drafts on, Postmasters or otherwise, after the expiration of each quarter—say in November, February, May and August, provided that required evidence of service has been received.

10. The distances given are believed to be substantially correct; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. *Bidders must inform themselves on this point*, and also in reference to the weight of the mail, the condition of hills, roads, streams, &c., and all toll-bridges, turnpikes, plank-roads, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such ground, can be considered; nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions causing or increasing distance or expense occurring during the contract term. Offices established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the distance be not increased.

11. Bidders are cautioned to mail their proposals in time to reach the Department by the day and hour named, (3 P. M., Feb. 3, 1873,) for bids received after that time *will not be considered* in competition with bids, of reasonable amount, received in time. Neither can bids be considered which are without the guarantee required by law, and a certificate of the sufficiency of such guarantee, and the oath of the bidder, according to section 246, act of June 8, 1872.

12. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, *separately* for different service; and if the *regular* bid be the lowest offered for the advertised service, the other propositions may be considered.

13. There should be but one route bid for in a proposal. Consolidated or combination bids ("proposing one sum for two or more routes") cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder, (that is, his usual post-office address,) and the name of each member of a firm, where a company offers, should be distinctly stated.

15. Bidders are requested to use, as far as practicable, the printed proposals furnished by the Department, to write out in full the sum of their bids, and to retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless the withdrawal is received twenty-four hours previous to the time fixed for opening the proposals.

Each bid must be guaranteed by two responsible persons. The bid and guarantee should be *signed* plainly with the full name of each person.

The Postmaster-General reserves the right to reject any bid which may be deemed extravagant; and also to disregard the bids of failing contractors and bidders. (Act of June 8, 1872, section 249.)

16. The bid should be sealed, superscribed "Mail Proposals, State of New-York," addressed "Second Assistant Postmaster-General, Contract Office," and sent by *mail*, not by or to an agent. Bids of $5,000 per annum and upward must be accompanied by a certified check or draft on some solvent national bank, equal to five per cent. of the amount. (See law of Congress of June 8, 1872.)

17. The contracts are to be executed and returned to the Department by or before the *1st day of July, 1873*; but the service must be begun on that day, or on the mail day next after it, whether the contracts be executed or not.

Transfers of contracts, or of interest in contracts, are forbidden by law, and consequently cannot be allowed. Neither can bids, or interest in bids, be transferred or assigned to other parties. Bidders will, therefore, take notice that they will be expected to perform the service accepted to them through the whole contract term.

18. Section 249 of the act of June 8, 1872, provides that contracts for the transportation of the mail shall be "awarded to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty and security thereof." Under this law, bids that propose to transport the mails with *"celerity, certainty and security" having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty and security," and have the preference over all others, and no others are considered, except for steam-boat routes.*

19. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with regular competition. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid.

20. Postmasters are to be careful not to certify to the sufficiency of guarantors without knowing that they are persons of sufficient responsibility. (See section 247, act of June 8, 1872.) They must not sign the certificate until the bid sum of the is inserted, and the bid and guarantee are signed by the bidder and (two) guarantors; *a disregard of this instruction by Postmasters will subject them to immediate removal and to severe penalties.*

Postmasters are also liable to dismissal from office for acting as agents of contractors or bidders, with or without compensation, in any business, matter or thing relating to the mail service. They are the trusted agents of the Department, and cannot consistently act in both capacities.

21. All bidders, guarantors and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the Department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificate of sufficiency must be signed by a Postmaster.

JNO. A. J. CRESWELL,
Postmaster-General.

SHIPPING.

WHITE STAR LINE,

FOR QUEENSTOWN AND LIVERPOOL.
CARRYING THE
UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS, sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

OCEANIC.........SATURDAY, Nov. 16, at 4:30 P. M.
ADRIATIC.........SATURDAY, Nov. 23, at 11:30 A. M.
BALTIC.........SATURDAY, Nov. 30, at 3 P. M.
ATLANTIC.........SATURDAY, Dec. 7, at 11 A. M.
CELTIC.........SATURDAY, Dec. 14, at 3 P. M.

From the White Star Dock, Pavonia Ferry, Jersey City.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $80, gold; steerage, $30, currency. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates, $33, currency.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York. J. H. SPARKS, Agent.

Reduction in Passage Rates.

ANCHOR LINE.

EXPRESS PASSENGER STEAMERS SAIL FROM NEW-YORK EVERY SATURDAY AND ALTERNATE WEDNESDAY.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden or Denmark and America as safely, speedily, comfortably and cheaply as by any other route or line.

THE NEW DEPARTURES.

SATURDAY STEAMERS.		WEDNESDAY STEAMERS.	
Australia	Nov. 16	Iowa	Nov. 20
Victoria	Nov. 23	Caledonia	Dec. 4
Europa	Nov. 30	Trinacria	Dec. 18
Anglia	Dec. 7	Iowa	Jan. 1
India	Dec. 14	Caledonia	Jan. 15
California	Dec. 21	Trinacria	Jan. 29

At noon, from Pier No. 20 North River, New-York. Currency rates of passage to Liverpool, Glasgow, or Derry, by Wednesday's steamers, $60; by Saturday's steamers, $65 and $75; excursion tickets, $120; intermediate, $33; steerage, $28. Certificates at lowest rates, can be bought here by those wishing to send for their friends.

Apply at the Company's offices to HENDERSON BROTHERS, No. 7 Bowling-green.

CUNARD LINE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAM-SHIPS, BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.	FROM NEW-YORK.
Calabria, Wed'sday, Nov. 13	Abyssinia, Sat'day, Nov. 23
Russia...Wed'sday, Nov. 20	
Cuba...Wed'sday, Nov. 27	
Algeria, Wed'sday, Dec. 4	
Java...Wed'sday, Dec. 11	

And every following WEDNESDAY and SATURDAY from New-York.

RATES OF PASSAGE—Cabin, $80, $100 and $130, gold, according to accommodation. Tickets to Paris, $15, gold, additional. Return tickets on favorable terms. Steerage, $30, currency.

Steerage tickets from Liverpool and Queenstown, and all parts of Europe, at lowest rates. Through bills of lading given for Belfast, Glasgow, Havre, Antwerp, and other ports on the Continent, and for Mediterranean ports. For freight and cabin passage apply at the Company's office, No. 4 Bowling-green; for steerage passage, at No. 111 Broadway, Trinity Building. CHAS. G. FRANCKLYN, Agent.

NATIONAL LINE

OF STEAM-SHIPS.

WEEKLY TO QUEENSTOWN AND LIVERPOOL.
FORTNIGHTLY TO AND FROM LONDON DIRECT.
From Piers Nos. 44 and 47 North River.

TO QUEENSTOWN AND LIVERPOOL.
CANADA, WEBSTER....Saturday, Nov. 16, at 3 P. M.
GREECE, ANDREWS....Saturday, Nov. 23, at 10 A. M.
EGYPT, GROGAN.......Saturday, Nov. 30, at 3½ P. M.
TO LONDON DIRECT.
DENMARK, SUMNER, Saturday, Nov. 16, at 3 P. M.
HOLLAND, BRAGG... Wed'sday, Nov. 27, at 2:30 P. M.

These steam-ships are

THE LARGEST IN THE TRADE.

Cabin passage........$75 and $65, currency
Steerage..........$28, currency

Prepaid steerage tickets from Liverpool, Queenstown, Londonderry, Glasgow or London, $32, currency.

For further information apply at the Company's office, No. 69 Broadway. F. W. J. HURST, Manager.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent will sail from Pier No. 50 North River as follows:

ST. LAURENT........LEMARIE....Saturday, Nov. 16
VILLE DE PARIS....SURMONT....Saturday, Nov. 30
WASHINGTON........ROUSSAN....Saturday, Dec. 14

PRICE OF PASSAGE IN GOLD (including wine) TO BREST OR HAVRE.
First cabin........$125 | Second cabin.........$75

These steamers do not carry steerage passengers.

American travelers going to or returning from the Continent of Europe, by taking the steamers of this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble and expense.

GEORGE MACKENZIE, Agent, No. 58 Broadway.

STEAMER ST. LAURENT, FOR BREST and Havre, will leave Pier No. 50, North River, foot of Morton-st., on SATURDAY, Nov. 16. Passengers are requested to be on board at 2½ o'clock. GEORGE MACKENZIE, Agent.

INMAN LINE FOR QUEENSTOWN AND LIVERPOOL.

Royal Mail Steamers are appointed to sail as follows:

CITY OF PARIS.........Saturday, Nov. 16, 2 P. M.
CITY OF BRISTOL.......Thursday, Nov. 21, 10 A. M.
CITY OF LONDON.......Saturday, Nov. 23, 11 A. M.
CITY OF NEW-YORK....Thursday, Nov. 28, 2 P. M.
CITY OF BROOKLYN.....Saturday, Nov. 30, 2 P. M.

and each succeeding SATURDAY and THURSDAY, from Pier No. 45 North River.

RATES OF PASSAGE.

Payable in Gold.		Payable in Currency.	
First cabin	$75	Steerage	$30
To London	80	To London	30
To Paris	90	To Paris	38

Passengers also forwarded to Havre, Hamburg, Sweden, Norway and Denmark, at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

Through Bills Lading given on shipments of goods to Havre and Antwerp.

Drafts issued at lowest rates.

For further information, apply at the Company's office. JOHN G. DALE, Agent, No. 15 Broadway, New-York.

FOR LIVERPOOL.
(VIA QUEENSTOWN.)
CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron-screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY WEDNESDAY, as follows:

WISCONSIN, Capt. T. W. FREEMAN, Nov. 20, at 9½ A. M.
NEVADA, Capt. FORSYTH........Nov. 27, at 2½ P. M.
WYOMING, Capt. PRICE..........Dec. 4, at 8½ A. M.
IDAHO, Capt. MORGAN...........Dec. 11, at 2½ P. M.
MINNESOTA, Capt. T. F. FREEMAN, Dec. 18, at 8½ A. M.
MANHATTAN, Capt. JAS. PRICE...Dec. 25, at 12 M.

Cabin passage, $80, gold.
Steerage passage, (Office No. 29 Broadway,) $30, currency.
For freight or cabin passage apply to WILLIAMS & GUION, No. 63 Wall st.

FOR ST. THOMAS AND BRAZIL.
UNITED STATES AND BRAZIL STEAM-SHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

ERIE, Capt. TINKLEPAUGH..........Nov. 23
ONTARIO, Capt. SLOCUM............Dec. 23
MERRIMACK, Capt. WEIR...........Jan. 23, '73

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

The ERIE will touch at Bridgetown, Barbadoes.

WM. R. GARRISON, Agent, No. 5 Bowling-green, New-York.

UNITED STATES MAIL TO HAVANA.

ATLANTIC MAIL STEAM-SHIP COMPANY, sailing regularly every THURSDAY at 3 o'clock P. M. precisely, from Pier No. 4 North River.

CRESCENT CITY, Capt. T. S. CURTIS, Nov. 21.
COLUMBIA, Capt. E. L. ROBBINS, via Nassau, Nov. 28.
MORRO CASTLE, Capt. T. H. MORTON, Dec. 5.

For freight or passage, apply to A. W. DIMOCK, President, No. 5 Bowling-green.

SHIPPING.

THE GREAT SOUTHERN

FREIGHT AND PASSENGER LINE

FOR CHARLESTON, S. C., FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

Sailing every TUESDAY, THURSDAY and SATURDAY, from Pier No. 29 North River, at 3 P. M. The steam-ships

CHARLESTON, Capt. JAS. BERRY, Tuesday, Nov. 12.
SOUTH CAROLINA, Capt. J. T. BECKETT, Thursday, Nov. 14.
CHAMPION, Capt. R. W. LOCKWOOD, Saturday, Nov. 16.

Superior accommodations for passengers. Through passage tickets and bills of lading issued in connection with the South Carolina Railroad to all points South and South-west, and over the North-eastern Railroad to Florence, Cheraw, and all points on the Cheraw and Darlington Railroad, and with steamers to Florida ports. Insurance by this line ONE-HALF PER CENT. Goods forwarded free of commission. Bills of lading furnished and signed at the office. Local Passenger and Freight Office, No. 177 West-st., corner of Warren-st.

HENRY R. MORGAN & CO., Agents.

For through freight tariff, or further information in reference to through freight, apply to

BENTLEY D. HASDELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

EXTRA STEAMERS WILL BE DISPATCHED AS SOON AS LOADED.
Entrance on Thomas-st.

PACIFIC MAIL STEAM-SHIP COMPANY'S LINE TO

CALIFORNIA, JAPAN AND CHINA,

VIA PANAMA,
CARRYING MAILS, PASSENGERS, AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA, GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 10th, 20th, and 30th of each month, except when those dates fall on Sunday, then the day previous.

Nov. 20.—Steamer RISING STAR, Capt. H. P. CONNER, will leave Pier No. 42 North River at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. CONNOLLY, touching at Acapulco, Manzanillo and Mazatlan, San Diego and San Pedro, also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz, and Port Angel. Freight for all way ports received until 4 P. M. of Nov. 19.

Steamer JAPAN will leave San Francisco Nov. 30, 1872, for Japan and China. For rates of passage, freight, and all further information apply at Company's office on the pier, foot of Canal-st.

F. R. BABY, Agent.

FOR SAVANNAH, GA.,
THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.
CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.
TUESDAYS, THURSDAYS AND SATURDAYS.

THE STEAM-SHIPS

MONTGOMERY, Capt. FAIRCLOTH, SATURDAY, Nov. 16, from Pier No. 13 North River, at 3 P. M.
R. LOWDEN, Agent, No. 93 West-st.

SAN JACINTO, Capt. HAZARD, SATURDAY, Nov. 16, from Pier No. 8 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

VIRGO, Capt. BULKLEY, TUESDAY, Nov. 19, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents, No. 62 South-st.

HERMAN LIVINGSTON, Capt. CHEESEMAN, THURSDAY, Nov. 21, from Pier No. 8 North River, at 3 P. M.
WM. R. GARRISON, Agent, No. 5 Bowling-green.

Insurance by this line ONE-HALF PER CENT.
Superior accommodations for passengers.
Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.
Through rates and bills of lading in connection with the Atlantic and Gulf Freight line.

C. D. OWENS, Agent A. G. & G. R. R., No. 229 Broadway. | GEORGE YONGE, Agent C. R. R., No. 409 Broadway.

RED BALL LINE OF MAIL STEAMERS,
NEW-YORK TO

DEMERARA.

CALLING AT ST. THOMAS AND BARBADOES TO LAND MAILS AND PASSENGERS.

THESE FIRST-CLASS, FULL-POWERED IRON STEAMERS ARE INTENDED TO SAIL FROM ATLANTIC DOCKS, BROOKLYN, AS FOLLOWS:

MANDINGO, 1,800 tons..........Nov. 13 and Dec. 21,
Followed by
LAGOS and GUNGA.
AND EVERY THREE WEEKS THEREAFTER.

These steamers are specially adapted to tropical service, have large state-rooms, bath-rooms and superior ventilation, and take only first-class passengers. A limited amount of cargo will be taken. HORNSTEDT & GARTHORNE, Owners, No. 79 South-st., New-York.

For freight or passage apply to
E. E. MORGAN'S SONS, Agents, No. 70 South-st., New-York.

FOR NASSAU, N. P.
CARRYING THE ROYAL MAILS.

Atlantic Mail Steam-ship Company's steamer COLUMBIA, Capt. E. L. ROBBINS, will sail on THURSDAY, Nov. 28, at 3 o'clock P. M., precisely, from Pier No. 4 North River.

For freight or passage apply to
A. W. DIMOCK, President, No. 5 Bowling-green.

DIRECT LINE TO HAVANA.
HAVANA, PROGRESO AND VERA CRUZ.

New-York and Mexican Mail Steam-ship Line, leaving Pier 3 N. River, at 3 P. M., direct to Havana.

CITY OF MEXICO, Sherwood.........Mon., Nov. 18
CITY OF HAVANA, (Havana only)....Sat., Nov. 23
CLEOPATRA, Phillips, (Havana only)...Sat., Nov. 30
CITY OF MERIDA, Timmerman........Sat. Dec. 7

For freight or passage apply to
F. ALEXANDRE & SONS, No. 33 Broadway.

NOTICE TO TRAVELERS.

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Sat'day, Nov. 16. 3:00 P. M.	Sat'day, Nov. 16. 7:00 A. M.
Tuesday, 19th...10:30 A. M.	Monday, 18th... 8:00 A. M.
Thursday, 21st...11:00 A. M.	Wed'd'y, 20th... 9:00 A. M.
Saturday, 23d...1:00 P. M.	Friday, 22d...10:30 A. M.
Tuesday, 26th...2:00 P. M.	Monday, 25th...12:00 M.
Thursday, 28th...2:00 P. M.	Wed'day, 27th...2:00 P. M.

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